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MARRIAGE.

KENNEDY — FAIRGRIEVE. — At the Union
Church, Hongkong, on 25th October,
by the Rev. J. Kirk Macdonald, JOHN
KENNEDY, of the Hongkong and
Shanghai Banking Corporation, to
AGNES ELIZABETH, daughter of the late
P. W. FAIRGRIEVE, Dundee, and Mrs.
FAIRGRIEVE, Stanley, Perthshire.HONGKONG OFFICE: 10, DES VUEZ ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 27th, 1913.

A project that has attracted far less attention than it merits is that for the construction of a railway from Chungking to Canton. This line, it will be remembered, was included in Dr. Sun's original programme as announced by him just a year ago, while almost his last act as head of China's railway organization was to sign an agreement with Messrs. PAULINOS for its construction. The comparative coldness with which this news was received is partly to be accounted for, no doubt, by its association with Dr. Sun's name, the more so as it was made public simultaneously with the announcement of Dr. Sun's dismissal. Moreover, the news came when China was in the throes of her recent rebellion, and the political future of the country contained such an element of uncertainty that talk of railway concessions seemed, for the time, out of a place. The Central Government has stated, however, that it will recognize all agreements entered into and arrangements made by Sun Yat-sen prior to his dismissal, so it is to be presumed that Messrs. PAULINOS' agreement still holds good and that the Canton-Chungking line

will be undertaken in due course. The particulars of the line, as given to the public so far, contain no details of the route, so its practicability must be taken for granted without examination; it may, however, be noted that the announcement of the agreement puts the length of the line at 800 miles and its cost accordingly at eight million sterling. The distance between the cities, as the crow flies, is only some 570 or 580 miles, so it appears that the line will be an indirect one and will make a wide detour—presumably, it may be conjectured, through Kweichow and down the valley of the West River. That engineering difficulties of no minor sort will be encountered is certain, and it is only to be hoped that when a detailed survey is made they will not be found insuperable. At present, however, it is premature to discuss the mechanical and material prospects of the line; it is rather with its political effects that we are concerned. The accomplishment of railway connection between the rich province of Szechuan (and particularly the exceptionally fertile and productive "Red Basin") and the outer world is one that has engaged the minds and energies of engineers, and the routes suggested at one time and another practically box the compass—we have the Sian-Hanchung, Siangyang-Paoing, Ichang-Kueifu, Yüan Valley, Yunnanfu-Suifu, and Rima-Sadiya routes, all of which have from time to time been discussed, but only two of these (the Ichang-Kueifu and Yunnanfu-Yangtze routes, to which may possibly be added the proposed Sian-Hanchung-Chengtu line) stand any reasonable chance of materializing. The Ichang-Kueifu-Chengtu line will be purely Chinese, with either Hankow or Shanghai as its ocean port, but the line connecting Yunnanfu with the Yangtze will be, in its commercial and political effects, an extension of the Yunnanfu-Haiphong line, with its port in French hands. This connection with the Yangtze must come sooner or later, and when it does come must of necessity mean an access of French political and commercial influence in Szechuan and the Upper Yangtze valley (and in this connection it is interesting to recall the activities of Frenchmen in recent years in exploring the unexplored upper reaches of the Yangtze or Kinsia), and this can be countered in one way only—a line connecting Szechuan

and the Upper Yangtze with a British port. The original idea was to achieve this end by a railway from Burma, through Tengyueh and Talifu to Yunnanfu, when it would stand in the same relation to a Yunnan-Yangtze line as would the French line from Haiphong. This project still finds favour in some quarters, and is periodically revived. This year representations were made by the Liverpool and Manchester Chambers of Commerce to the Secretary of State for India, and it was subsequently announced that there was every prospect of active steps being taken towards beginning the construction of the Burmo-Chinese Railway, a line connecting Burma with China via Bhamo and Tengyueh. This line to Tengyueh is recognized as practicable, but beyond Tengyueh there lie the deep and narrow valleys of the Salween, the Salween and the Mekong, and BANER, who made extensive travels in Yunnan, thus sums up the prospects of the Burmo-Chinese Railway: "I do not mean that it would be absolutely impossible to construct a railway. A high authority has informed me that if shareholders will provide the money they will always find an engineer to spend it. By piercing half a dozen Mount Conis tunnels and erecting a few Menai bridges, the road from Burma to Yunnanfu could doubtless be much improved." This rules out the idea of connecting Szechuan with Burma, so if Szechuan is to be linked up with a British ocean port, there remains no alternative to Messrs. PAULINOS' scheme. It is for this reason more than any other that we sincerely hope it will be persisted in and that it will be found possible to carry it to a successful issue, as otherwise there will be no means of redressing the balance against the access of French influence on the Upper Yangtze that will result from the construction of the Yunnan-Yangtze Railway.

"Random Reflections" are held over until tomorrow.

The English mail of the 27th September was delivered in London on 24th October.

The Rev. C. H. Hickling will speak at the meeting of the Hongkong Christian Union at St. Paul's College to-day at 5.30 p.m.

Mr. E. L. Kraus, agent in Hongkong of the North China Insurance Co., Ltd., has been transferred to Shanghai, and Mr. S. J. Chinchon, who has recently returned from a holiday at Home, takes over charge of the Hongkong branch.

The name of Mr. Singcha Hoashoo, L.R.C.P., F.R.C.S., has been added to the list of Medical Practitioners entitled to practice medicine in the Colony.

Masons interested in the ceremony of the consecration of the University Lodge of Hongkong are reminded that the ceremony takes place punctually at 5 for 5.30 p.m. this evening.

It is notified in the Gazette that Mr. A. E. Wrottesley Salt, M.A., has been elected a Member of the Council of the University of Hongkong, and that Dr. F. W. Clark and Professor C. A. Middleton Smith have been re-elected Members of the said Council under the provisions of Statute 7 (3).

A squabble which eventually led to a free fight took place on Friday among Chinese who were loading the s.s. *Jelunga*. Diverse opinions were held by the coolies as to the way in which the cargo should be got on board, and several a trifle more contumacious than their comrades went to the length of upholding their views by knocking down those holding contrary opinions. Several men were hit into the water, one having to be taken to hospital, where he succumbed. As a result two men were charged at the Magistracy with causing his death. They were remanded.

OFFICIAL APPOINTMENTS.

The Gazette notifies the following appointments:—

Mr. A. G. M. Fletcher to be Assistant Colonial Secretary.
Mr. G. N. Orme to be provisionally Head of the Sanitary Department.

FRENCH SCHOOL SALE OF WORK.

The annual Christmas sale of work organised for the purpose of acquiring funds to assist the excellent work at Asile de la Sainte Enfance was held at the City Hall, Mrs. Kelly, wife of the Officer Commanding H.M.'s Forces in South China (Major-General F. H. Kelly, C.B.), gracefully performing the opening ceremony. The various stalls were efficiently staffed by a large body of ladies, and were set out in a markedly attractive manner.

The following officiated at the numerous stalls:—
First stall:—Mrs. Maitland, Mrs. Hunter, Mrs. Churchill, Miss Humphreys, and the Misses Gordon.
Second stall:—Mrs. Tomes, Mrs. R. Hancock, Mrs. James, Mrs. Hastings, Mrs. Gregory, Mrs. Layton, and Mrs. Butlin.
Third (French) stall:—Mesdemoiselles Liebert, Mme. Bridon, Mme. Courmont, and Mrs. Tiedall.
Fourth stall:—Mrs. Lammert, Mrs. H. A. Lammert, Miss Shaw, Mrs. Goldsmith, and Mrs. R. Chapman.
Fifth stall:—Mrs. Lamb, Mrs. Byrne, and Miss Bragg.
Sixth stall:—Miss Wallace, Mrs. Holyoak, Mrs. A. Chapman, Mrs. Evan Jones, Mrs. Friederichs, Mrs. Jackman, and Miss Bird.
Seventh stall:—Mrs. Bell, Mrs. Irwin, Mrs. McKenny, Mrs. Hunt, and Mrs. Black.
Eighth stall:—Mrs. Bird, Mrs. Sanders, Mrs. Newall, Mrs. Macker, Mrs. Reader, Harris, and Mrs. Hoskyn.
Ninth stall:—Mrs. Worcester, Mrs. Hickman, Mrs. Taylor, and Miss Rowe.
Tenth stall:—Mrs. Hoch, Mrs. Van Wessel, Mrs. Berlinger, and Mrs. Kohler.
Eleventh (American) stall:—Mrs. Bolles, Miss Bolles, Mrs. Carleton, and Mrs. Sawyer.
Refreshments:—Mrs. Landale, Miss Kelly, the Misses Tomes, Mrs. Lee, Miss Millinchiss, Frauline Schonebeck, Mrs. Bowley, Mrs. Currie, and Mrs. Pimfrett.
Toys:—Mrs. Seth, Mrs. Pearce, Mrs. Wright, and Miss Everingham.

CANTON NOTES.

[FROM OUR OWN CORRESPONDENTS.]

CANTON, October 22nd.
THE JAPANESE CONSUL AND THE NATIVE PRESS.

In a communication to Governor General Lung, the Japanese Consul-General states that he has noticed, from the recent issues of the Canton newspapers, that most of the journals have been recklessly inserting fallacious reports in connection with the Changli affair and publishing a series of violent articles inciting hostility towards Japan. So far as he knows, the Chinese Minister of Foreign Affairs and the Japanese Ambassador in Peking have been amicably investigating the matter, and there can be no doubt that a satisfactory settlement will soon be arrived at. The matter is one entirely for the Central Government, and as reckless comment may impede a satisfactory settlement and affect the friendly relations between the two countries, he earnestly trusts that the Tath will impose due restrictions in regard to the publication of such reports and articles by the Press.

Yesterday, in accordance with the Government's instructions, the Police Department addressed a letter to the Press Association forbidding the publication of reckless statements concerning the Changli affair.

"TWELFTH NIGHT."

SUCCESSFUL PRODUCTION BY THE
HONGKONG MUMMERS.

When the announcement was first made that a group of local amateurs had resolved to produce Shakespeare's comedy *Twelfth Night*, it was very generally considered that so ambitious an effort was doomed to failure. But on Saturday night when the Hongkong Mimmers gave their first performance of the play at the Theatre it did not take the crowded audience long to realise that they were witnessing one of the finest amateur productions ever seen in the local Theatre. That is very high praise indeed, but it undoubtedly represents the popular verdict upon the production. The Hongkong Mimmers have scored a notable triumph, and above all we congratulate Mr. Siegler, who was responsible for the design of the decorations and costumes, upon giving to the play a scenic environment which accounts so largely for the remarkable success of the production. The scenes were strikingly effective and greatly admired.

The *dramatis personae* were:—
Orsino, Duke of Illyria, also called the Count Mr. W. SIEGLER.
Sebastian, brother to
Viola Mr. W. H. HASTINGS.
Antonio, a sea captain,
friend to Sebastian, Mr. J. A. E. BULLOCK.
A Sea Captain, friend
to Viola Mr. J. ROBERTSON.
Valentine (Gentleman) Mr. T. W. HILL.
Curio (attendant on Mr. H. G. JENNISON.
Sir Toby Belch, uncle
to Olivia Mr. M. S. NORTHCOTE.
Sir Andrew Aguecheek Mr. L. N. LEES.
Malvolio, steward to Mr. Gordon
Olivia LOWDER.
Feste (Servant to Mr. M. M. MAAS.
Feste, a clown Mr. C. H. P. HAY.
Priest Mr. R. HALL.
1st Officer Mr. T. E. BIDDLE.
2nd Officer Mr. G. S. ARTHUR.
3rd Officer Mr. H. W. LESTER.
4th Officer Mr. T. G. WEALL.
Olivia Mrs. C. H. P. HAY.
Maria Mrs. F. J. HUNTER.
Viola Mrs. W. H. HASTINGS.

Ladies in waiting:—Mesdames Churchill, Cranster, Hoskyn and Leeke.
Pages:—Messrs W. Christmas, J. Craig, F. Day and W. Mace.
Guards:—Messrs P. V. Moorish, J. Pestor, A. V. Scott and S. M. Scott.
Musicians:—Under the control of Professor Gonzalez.
Scene:—A city in Illyria, and the sea-coast near it.

Mrs. Hastings, as Viola, was notably successful throughout the greater part of the play. She spoke her lines well, and in voice and gesture and make-up she admirably fitted the part. Mrs. Hay, too, as Olivia, was excellent in the earlier stages of the play, but showed rather too much restraint in the final scenes. Mrs. Hunter capably took the part of the maid Maria. Mr. Siegler, as the love-lorn Duke, was in perfect sympathy with the character and, as usual, acted with distinguished success. Perhaps the most difficult characters in the play to interpret are those of Sir Toby Belch and Sir Andrew Aguecheek, who figure prominently throughout the play, and Mr. Northcote as the bumbling Sir Toby and Mr. Lee as the half-witted Sir Andrew are to be congratulated upon presenting such excellent studies of these amusing characters, though some inclination to overact their parts was noticeable. Mr. Hay's impersonation of the clown was extremely well done and cannot be praised too highly. The picturesque Malvolio (Mr. E. Gordon Lowder) cut a fine figure on the stage, and would have created a still better impression had he spoken with greater deliberation, especially in the garden scene when reading Maria's mischievous letter. Maria also needs to pay more attention to this important detail. Of the minor characters, Mr. Maas as Fabian, Mr. Bullock as Antonio, Mr. Hastings as Sebastian, and Mr. J. Robertson as a sea captain all did well. Mr. Bullock especially. There was prolonged applause on the fall of the curtain, and the ladies in the cast were presented with many floral tributes of appreciation.

A London manager was recently reported as saying that he would never stage a Shakespearean play without a year's preparation. We believe the Hongkong Mimmers have not had *Twelfth Night* in preparation for more than about a quarter of that time; hence all the more credit is due to them that they have achieved so great a success in so short a time, for it must have entailed hard work and frequent rehearsals. Where we think there is still room for improvement, if we may say so without detracting from our praise of the play as a whole, is in the denouement scene—from the time the priest enters. His small part, by the way, was not as impressively done as it might be, but we are thinking more of the scene where Viola, disguised as a youth, meets her brother whom she had long supposed to have been drowned, and reveals her identity not only to him but to Olivia and the Duke. There is a palpable lack of that astonishment and animation which one naturally expects to follow from such a startling series of revelations and the happy ending thus given to the love story in the play. These are defects, however, easily to be remedied, and doubtless will be in the succeeding performances.

It remains to be added that the costumes, which were very picturesque, were by Bon Ton, under the supervision of Mrs. C. H. P. Hay; the stage accessories by Messrs. Lane, Crawford & Co.; the floral effects by Messrs. Nardo & Co. while Messrs. Robertson, Miskin and Hill acted as stage machinists.

The next performance will be given to-morrow night.

TELEGRAMS. TELEGRAMS

[THROUGH REUTER'S AGENCY.]

THE HOME RULE QUESTION.

IMPORTANT SPEECH BY THE
PRIME MINISTER.

London, October 26th.

The Right Hon. Mr. H. H. Asquith addressed an enthusiastic meeting of his constituents at Ladybank last night. After saying that the broad outline of the Land reform measure announced by Mr. Lloyd George had the hearty approval of his colleagues, the Premier dealt at length with the question of Home Rule, as the most important among the outstanding questions which must first be settled. He emphasised that the Government intended to make use of the Parliament Act in order to give Liberal legislation something approaching an equal chance with their opponents. The Government declared in favour of Home Rule when it had an overwhelming majority over all parties, and the last election was fought with the knowledge that Home Rule would come next to the passing of the Parliament Act. It would have been the grossest breach of public faith to put off this legislation.

The Premier affirmed that the Government still believed that, as the Bill now stood, the Irish Legislature which it would bring into existence—even if it had a disposition which the Government did not believe it could have—would not, and could not, have the power to be guilty of acts of oppression against the minority. He pointed out that the House of Lords did not attempt to modify, amend or improve the Bill. Mr. Asquith paid a tribute to the loyalty and self-sacrifice of the Irish Party in the House of Commons, and added:—"You are often told I am Mr. Redmond's subservient tool—(laughter)—just as in Ireland Mr. Redmond is told he is mine. There is just as much truth in the one accusation as in the other, and that is, none at all."

(Cheers.) The Liberals and Nationalists have acted in co-operation for a common cause—a cause in the justice and policy of which we both believe. (Cheers.) The Bill as it left the House of Commons, and as it has been twice rejected by the House of Lords, has the hearty approval of the whole of the Liberal party in Great Britain and a vast majority among the Nationalists, and there is abundant evidence that it has the practically united support of all the great self-governing Dominions. (Cheers.) In these circumstances, there is, in my opinion, a complete Constitutional case for proceeding next Session in regard to the Irish Government Bill by applying to it the operation of the Parliament Act. (Cheers.) Ought the action of statesmen to be affected simply by menace of forcible resistance to the execution of the law? (Great cheering.) The doctrine preached for the last two years in the North of Ireland, which I regret to say have received countenance from responsible quarters in this country, are a negation of the first principles of parliamentary—and, still more, democratic—government. If the Ulster minority is entitled to resist Home Rule, what possible answer could be made to a like claim by the masses of the Irish people? (Cheers.) No, we need not, and shall not, be intimidated by threat of force." (Great and prolonged cheering.)

A WARNING TO ULSTER.

Speaking slowly and deliberately, the Prime Minister said:—"I have more than once expressed the hope and belief that the new system of government in Ireland will be brought into operation without recourse to the armed forces of the Crown. But if the Statute deliberately enacted by Parliament were to be met by organised and armed resistance, it would be clearly not only the right, but the duty of the Executive to assert its authority by every appropriate and adequate means." (Loud cheers.)

After referring to some "extravagant manifestations by Ulster," Mr. Asquith declared it was the duty of every man to deal respectfully with the deep-seated and genuine sentiments of the minority. Though he believed their

[THROUGH REUTER'S AGENCY.]

apprehensions were without foundation at all, the Liberals and Nationalists should spare no effort to eliminate these apprehensions. He had offered to consider any proposals honestly put forward consistent with the scope of the Bill. The proposals, however, for the exclusion of Ulster had been avowedly put forward not as a help towards a solution of the problem of Irish self-government, but with the uncompromising declaration that their acceptance would not diminish the hostility to the principles of the Bill. He would be glad to be authoritatively informed that this was no longer the case. There were two obvious reasons why all patriotic men should desire a settlement by consent. Firstly, it was of supreme importance to the future well-being of Ireland that a new system of government should not be started with the apparent triumph of one section—however preponderant its numbers—and the apparent humiliation of another. He firmly believed that the ties binding Irishmen were more durable and more effective than their differences. If this unifying process would have a fair chance of success, it was worth paying even a considerable price to secure the absence of ill-will and the possibility of co-operation. Then the second reason was that whatever was done should be regarded by all parties as resting on a solid foundation and capable of future development beyond risks of Party vicissitudes. Ireland had been far too long the cockpit of British politics. (Cheers.) The proposals, however, made in perfectly good faith and goodwill, for a formal Conference of the Party leaders did not appear to him to be practically helpful. A Conference without defined limits would almost certainly be abortive, and would probably leave matters worse. Nor was a Conference necessary. "If there is a genuine disposition in all

quarters towards an interchange of suggestions, free and frank, and without prejudice, to contribute to the common stock, I invite that interchange, and both I and my colleagues are ready to take part in it." (Cheers.) I should not depart, however, from the root principle of the Bill of a subordinate Irish Parliament in Dublin, with an Executive responsible thereto. (Cheers.) Secondly, nothing must be done to elect a permanent barrier to Irish unity. Thirdly, while the importance of devolution in the United Kingdom is fully realised the claim of Ireland is prior in point of urgency. I myself am sanguine enough to believe that the difficulties ought not to be beyond the resources of statesmanship. One thing is certain. We are not going to be false to the trust which the vast majority of the Irish people reposed in us. (Cheers.) We are not going to betray their cause. We are bound to prosecute their purpose. Ours will be the successful issue—not only by the obligations of loyalty and honour, but by the profound conviction that it has behind it the sympathies of the British democracy at Home and throughout the Empire. It carries with it the best and only enduring prospect of a happy and prosperous future both for Ireland and Great Britain." (Loud and prolonged cheering.)

MR. GARVIN'S COMMENT.

Commenting on the Premier's speech, Mr. J. L. Garvin, in the *Observer*, remarks that Mr. Asquith has gone as far as reasonable opponents could expect, and he ought to be met with equal moderation and dignity. Recognising that a devolution is inevitable he suggests the temporary exclusion of Protestant Ulster with provisions, which would enable them to throw in their lot with the rest of Ireland if Protestant Ulster changes its mind.

LORD ROBERT CECIL.

London, October 26th.

Mr. Bonar Law has invited Lord Robert Cecil to join the front Opposition bench.

LAND REFORM.

London, October 26th.

Speaking at Crews, Viscount Royston said that there was nothing in the Government land proposals which need excite the fears of landlords, tenants or labourers.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

P. & O. OFFICERS' STRIKE.

IMPROVEMENT OF CONDITIONS ASKED FOR.

LONDON, October 25th.

Notices were served on the P. & O. Co. yesterday, terminating the engagement of officers due to sail on the steamer *Scilla*. At a subsequent meeting of officers it was decided to allow the *Scilla* to sail, but to hold up all other P. & O. boats pending the adjustment of grievances.

A statement issued by the Imperial Merchant Service Guild says that the officers' action is due to the fact that they have exhausted all other means of securing a redress of their grievances, including inadequate pay, want of proper provision for old age and the paucity of leave.

The majority of the P. & O. officers now at British ports have resigned, asking for higher pay and better conditions of service. The remainder of the officers have undertaken not to replace those who have resigned. The Imperial Merchant Service Guild supports the officers.

THE VANCOUVER RIOTS.

LEADERS SENT TO PRISON.

VICTORIA (B.C.), October 25th.

Five of the Vancouver miners concerned in the recent mining troubles have been sentenced to two years in the penitentiary; twenty-three to a year's imprisonment and fines of £20; eleven to three months and fines of £10.

The Judge said that this was the most painful duty he had ever performed; but he must recognise the interests of the whole community.

The remainder of the accused were remitted to a special Assize, to be held in December.

TROPICAL MEDICINE SCHOOLS.

LONDON, October 25th.

Speaking at the dinner of the London School of Tropical Medicine, Mr. Austen Chamberlain said that £70,000 had been obtained as an endowment in support of a school.

HUGE FRENCH BUDGET.

PARIS, October 25th.

The estimated expenditure for 1914 is thirty-two million sterling more than 1913, including nineteen millions for the Ministry of War, and £1,920,000 for the Navy.

THE MEXICAN MINING DISASTER.

New York, October 25th.

It is feared that 261 persons are dead in the mine explosion at Dawson, New Mexico.

EXCITEMENT IN DUBLIN.

LONDON, October 25th.

There were further exciting scenes in Dublin yesterday. The priests stopped eight children who were on their way to England via Belfast. The crowds waited on the quays and the steamers left without any of the children being on board. The priests harangued the people, who returned singing hymns.

Dublin station was also the scene of excitement last night, when an attempt was made to entrain children for England. Four escaped from their guardians, one of whom the crowd attacked and injured somewhat badly.

THE FUTURE OF ZANZIBAR.

LONDON, October 25th.

The report regarding the exchange of Zanzibar with Germany is declared to be wholly untrue.

ANGLO-GERMAN AFRICAN AGREEMENT.

BERLIN, October 25th.

It is stated in well-informed quarters that the Anglo-German African negotiations do not concern changes of territorial status, but a division of certain parts of African economic spheres. The agreement is contingent and need not operate immediately.

[THROUGH REUTER'S AGENCY.]

RESTLESS MEXICO.

RUMOUR OF IMPENDING DRASTIC MEASURES BY AMERICA.

LONDON, October 25th.

The situation regarding Mexico is puzzling. While it is denied in London that there is anything amounting to tension with America connected with it, telegrams from Washington continue to aver that the Administration is disappointed and upset by the British disinclination to follow America's lead respecting President Huerta. President Wilson and Mr. Bryan are unusually reticent, but the officials at Washington are talking vaguely of impending drastic measures, including a declaration of the "Hands off Policy" to Europe generally, concerning Mexico.

In a statement which was read in the presence of a number of Diplomats, President Huerta solemnly assured his hearers that his sole desire is to establish peace and ensure a fair election. He is determined to protect American and other foreign residents, but the will of no foreigner would be imposed on the Republic except by force.

LATER.

The American Government is preparing a Proclamation notifying the Powers that any interference with Mexico will be regarded as unfriendly to the United States. The Government declares that it will only recognise a government founded on law and order.

It is intimated that the two things which prompted the preparation of the Proclamation was the alleged interview with Sir Lionel Carden and the despatch of foreign warships. Apparently the Proclamation will not be promulgated until after the elections.

The *Koelnische Zeitung*, discussing the British recognition of President Huerta, declares that all foreigners in Mexico regard him as the most fit person to establish order. It is to Germany's interest that the Presidential question should be solved by the election of a vigorous personality like President Huerta.

The *Tagblatt Zeitung* denounces America's "dollar politics" and forgetfulness of the fact that Mexico is a sovereign State.

LATER.

AN ENGAGEMENT WITH REBELS. The Mexican rebels are reported to have been defeated at Monterrey, and that their losses totalled 800.

Subsequent reports state that the Mexican rebels have captured Monterrey after defeating two Federal Generals who were hurrying forward with relief. There was a severe battle.

President Huerta has publicly declared that he will not stand as a candidate for the Presidency, nor interfere with the elections.

BRITISH COLUMBIA AND INDIAN IMMIGRATION.

VICTORIA (B.C.), October 25th.

Twenty-four Hindus who arrived from Calcutta have been ordered to be deported for non-compliance with the Immigration Law, which provides that they must make a continuous journey from their native land. The emigrants trans-shipped at Hongkong. The cases of fifteen others are under consideration by the Immigration Board. The Hindu population has addressed a protest to Ottawa.

VENEREAL DISEASE COMMISSION.

LONDON, October 25th.

The *Times* says that Lord Sydenham has accepted the Chairmanship of the Royal Commission appointed to inquire into venereal diseases. Sir David Brynmor Jones and Mr. Philip Snowden will be among the members.

NAVAL MATTERS.

LONDON, October 25th.

The *Arethusa*, the first of the new class of oil-driven light cruisers, has been launched at Chatham.

Nine American battleships have left Hampton Roads for a cruise in the Mediterranean.

HOME TURF.

BETTING ON THE CAMBRIDGESHIRE.

LONDON, October 25th.

The latest London betting on the Cambridgeshire, to be run at Newmarket on Wednesday, is as follows:—
9 to 1 against Fairy King, 10 to 1 Santair, 100 to 1 Florist and Drinmore, 100 to 1 Equanimity, 100 to 1 Maiden Erleigh and Bluestone, 20 to 1 Lorenzo and Khedive, and 40 to 1 Mercutio.

[THROUGH REUTER'S AGENCY.]

YET ANOTHER RAILWAY DISASTER.

COLLISION IN A FOG AT WATERLOO JUNCTION.

LONDON, October 25th.

A local South-Eastern Railway train dashed into a stationary train in a fog at Waterloo Junction, telescoping the rear portion. Three were killed and 19 injured.

NATIONALISATION OF RAILWAYS?

LONDON, October 25th.

Mr. Sydney Buxton, speaking of the terms of reference in the Railway Commission proposals, said that they were wide enough to allow of the consideration as to whether the State should undertake to work the railways.

DUKE OF CONNAUGHT IN CANADA.

QUEBEC, October 25th.

The Duke and Duchess of Connaught have arrived.

LOCAL SPORT.

LEAGUE CRICKET.

KOWLOON 2ND XI. v. CIVIL SERVICE 2ND XI. Played at Kowloon on Saturday, and resulting in an easy win for the home team. Scores:—

Mackay, c. Elson, b. Wood	0				
Gibson, not out	12				
Bradbury, c. Elson, b. Wood	6				
Warriner, c. Mackenzie, b. Wood	0				
Pile, b. Overy	0				
Sara, c. and b. Overy	0				
Edwards, l.b.w., b. Wood	0				
Tachi, b. Wood	1				
Hill, c. Evans, b. Wolf	1				
Edwards, l.b.w. b. Wood	0				
Extras	8				
Total	23				

Overy, H.	6	4	11	2	
Wood, Capt.	7	3	9	6	
Wolf, G.	2	2	0	1	

Wilkie, c. and b. Mackay	4				
Elson, b. Mackay	27				
Evans, c. and b. Edwards	28				
Overy, c. Hill, b. Sara	10				
Wood, c. Hill, b. Sara	6				
Hoon, c. and b. Edwards	0				
Goldsmith, c. and b. Edwards	4				
Blackburn, c. and b. Sara	4				
Railton, c. Tachi, b. Sara	10				
Wolf, l.b.w., b. Sara	0				
Mackenzie, not out	0				
Extras	6				
Total	94				

Mackay	5	1	23	9	
Bradbury	11	1	18	0	
Hill	4	0	21	0	
Sara	6	3	19	5	
Edwards	8	0	8	3	

ORANGE-GREEN v. POLICE. Played at Craigcower on Saturday, the Police team winning by twenty-five runs. Scores:—

Pitt, b. Southerton	30				
McLennan, c. and b. Southerton	18				
Kent, b. Braga	6				
Booker, b. Hancock	17				
Kelly, b. Southerton	17				
Alexander, b. Hancock	8				
King, c. Braga, b. Hancock	2				
Vincent, l.b.w., b. Hancock	1				
Crocker, c. Braga, b. Southerton	2				
Reynolds, st., b. Hancock	0				
Moody, not out	0				
Extras	11				
Total	132				

Southerton	7	0	88	4	
Braga, J.	5	0	22	0	
Johnstone	6	0	23	5	
Hancock	6	0	23	5	

R. A. Calvalho, b. Kelly	17				
B. Bana, b. Kelly	4				
E. L. Braga, b. Kelly	7				
J. A. Braga, c. Moody, b. Alexander	14				
A. A. Hancock, c. Pitt, b. King	9				
L. A. Rose, b. Kelly	0				
G. R. Southerton, c. Booker, b. Kelly	0				
D. A. Kharas, b. Kelly	31				
C. Johnstone, l.b.w., b. Moody	5				
Sarna, c. Booker, b. Moody	5				
B. Jer, not out	1				
Extras	10				
Total	107				

Kelly	13	0	41	6	
Moody	7	2	1	19	2
King	4	1	14	1	
Alexander	3	0	18	1	
McLennan	3	1	5	0	

FOOTBALL. HONGKONG F.C. PRACTICE MATCH.

The Association members of the Hongkong F.C. held a practice match on the Club ground at Happy Valley on Saturday, "Whites" opposing "Colours." The teams were fairly evenly matched, but the game was disappointing in the extreme. For practically the whole of the first portion of the match, the Colours persistently invaded the Whites' territory, but bad marksmanship told its story, and they failed to carry their inroads to a fruitful termination. The Whites broke away fitfully, and at rather long intervals, but from two such break-aways they registered a couple of goals. Rigid fastening on to centres from the right wing and landing them home. Although the Whites were much more aggressive in the second half, they failed to add to their total, primarily through poor finish. Doubtless the hot sun had much to do with the laxity, which at times almost amounted to indifference, shown by some of the players, and it is to be hoped that there will be no further necessity for a while to kick off so early in the afternoon. Before the end the game had entirely lost its interest to spectators and players alike, and a wretched exhibition concluded in a victory for the White shirts by two ill-deserved goals to nil. Mr. R. P. Long controlled the game.

HONGKONG POLICE v. 88 COY. R.G.A.

This match was fixed to take place at Happy Valley. The R.A. turned up in full force only to find that the Police were missing. It was distinctly annoying, and rough on the gunners. Neither players nor officials knew anything of the cause for the police defection, and an explanation is awaited.

UNITED SERVICES LEAGUE—DIVISION II.

It is early yet to talk of league championships and probable holders, but it certainly looks at present as if the two clubs above named will be well in the running for honours when next April comes round. At the Commencement of the game the sides were respectively second and first in the league table, and everything looked promising for a fast, ding-dong struggle. Practically the whole of the 2,000 visitors to the Happy Valley lined the pitch when referee Williams brought the eleven smartly to "attention" as follows:—

Submarines: Cookley, Danee and Ross; Granger, Pickavane, and Ashby; Harris and Simmonds, Batterham; Ferris and Lyons.

D.C.L.I. Reserves: Fitzgerald; Childs and Drew, Bartlett, Holmes, and Withers; Hughes and Davies; Dean; Newbold and Buck.

The game started at a race pace, each end being quickly visited, principally by means of very nippy wing play. Indeed, the ball all through the first moiety was very much in the vicinity of the touch lines, with the sailors possibly showing the better footwork in this department.

Childs and Drew, however, were safe and alert, and if they could not kick so far as Danee and Rossen they always managed to scramble, wriggle, or push the leather towards their waiting vanguard.

This really was the keynote of the 70 minutes performance. Every man on the field was a trier and only one goal came before the half-way halt was called, and Dean claimed this for the "Gravel-crushers." It was a brilliant solo effort that just came off, for Cooke got the ball but could not quite stop it from crossing the line.

The bluejackets were all out for equalizing in the second half and before long Lyons netted for them. Hereabouts the sailormen were having much the best of the exchanges, and only unaccountable slowness on the part of their right wing robbed them of a couple of certain goals. Keen as mustard all were, and it was exhilarating to see the way the wingers nipped along the touch line with eyes only on the ball. Once one of them was bundled neck and crop into the crowd, and the face of an unoffending spectator who unwillingly had to do a "back turn" was a picture! Five minutes from time, Batterham (Batter-ram, better whistled opposition away, and found the net quite easily. The final blast sounded with the ball in mid-field and the Dukes had sustained their first defeat.

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised unqualifiedly by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—

THE MEDICAL HALL.

HONGKONG.



1247

Among so many who did well it is difficult to individualise, but Danee and Rossen and Ashby caught the eye most frequently in the naval defence with Simmonds, Lyons, and Batterham the most prominent forwards. Fitzgerald did well for the Cornwalls, and was always covered by Childs, Drew, and Bartlett. Their attacking line was always very much alive, with Dean a most enterprising pivot.

A word about the referee. For a newly-appointed official in a fast, exciting match, Mr. Williams did well and gave some smart decisions, perhaps being best on questionable tactics. He gave general satisfaction, and this would be increased if he used his great length and ran a wee bit faster! Just a bit more speed would make a lot of difference in correctly judging "offside" among smart forwards.

UNITED SERVICE LEAGUE—DIV. I.

NOVEMBER.

5.—H.M.S. *Tamar* v. D.C.L.I. (Sgt. A. A. Wilson), 4.00.
19.—R.G.A. v. H.M.S. *Tamar* (Mr. F. W. Wright), 4.00.
19.—R.E. v. R.G.A. (Mr. A. P. Storrie), 4.15.

HONGKONG ASSOCIATION LEAGUE

DIV. I.

(AMENDED LIST.)

NOVEMBER.

1.—R.E. v. D.C.L.I. (Mr. F. W. Wright), 4.30.
8.—Hongkong F.C. v. R.G.A. (Mr. F. W. Wright), 4.30.
15.—R.G.A. v. R.E.—(Col. Sgt. E. J. Blake), 4.30.
22.—Hongkong F.C. v. D.C.L.I. (Sgt. A. A. Wilson), 4.30.

FORTHCOMING MATCHES.

UNITED SERVICE LEAGUE—DIV. II.

OCTOBER.

28.—R.E. Res. v. D.C.L.I. Buglers (Cpl. W. E. Doc), 4.30.
28.—*Tamar* Res. v. D.C.L.I. Res. (Mr. F. W. Wright), 4.30.
31.—R.E. Res. v. D.C.L.I. Band (Col. Sgt. E. J. Blake), 4.15.
31.—88 Co. R.G.A. v. D.C.L.I. Buglers (Cpl. H. Coxon), 2.30.

NOVEMBER.

1.—83 Co. R.G.A. v. Hongkong Police (Mr. J. Moran, R.N.), 2.30.
6.—83 Co. R.G.A. v. 87 Co. R.G.A. (Mr. J. Moran, R.N.), 4.00.
7.—Staff and Depts. v. R.E. Res. (Gr. C. Williams), 4.00.
8.—Hongkong Police v. 87 Co. R.G.A. (Mr. A. P. Storrie), 4.00.

8.—*Tamar* Res. v. 88 Co. R.G.A. (Mr. F. W. Wright), 4.00.

10.—D.C.L.I. Band v. D.C.L.I. Buglers (Mr. F. W. Wright), 4.00.

11.—Hongkong Police v. Submarines (Cpl. W. E. Doc), 4.00.

12.—*Tamar* Res. v. 83 Co. R.G.A. (Sgt. A. A. Wilson), 4.00.

13.—D.C.L.I. Res. v. 88 Co. R.G.A. (Cpl. H. Coxon), 4.00.

14.—Staff and Depts. v. Band D.C.L.I. (Cpl. W. E. Doc), 4.00.

15.—Submarines v. 83 Co. R.G.A. (Sh. Cpl. Menadue), 2.15.

17.—D.C.L.I. Band v. D.C.L.I. Res. (Br. J. F. Woods), 4.00.

17.—87 Co. R.G.A. v. *Tamar* Res. (Sgt. Hodges), 4.00, at Stonecutters.

19.—Hongkong Police v. D.C.L.I. Buglers (Cpl. Bradley), 2.30.

20.—D.C.L.I. Band v. R.E. Res. (Mr. J. Moran, R.N.), 4.00.

21.—Staff and Depts. v. 83 Co. R.G.A. (Cpl. H. Coxon), 4.00.

22.—88 Co. R.G.A. v. Submarines (Sgt. Hodges), 4.00.

22.—*Tamar* Res. v. D.C.L.I. Res. (Br. J. F. Woods), 4.00.

25.—R.E. Res. v. 87 Co. R.G.A. (Sh. Cpl. Menadue), 4.00.

26.—Submarines v. Hongkong Police (Sgt. Hodges), 4.00.

27.—87 Co. R.G.A. v. 88 Co. R.G.A. (Mr. F. W. Wright), 4.00, at Stonecutters.

28.—Staff and Depts. v. 83 Co. R.G.A. (Col. Sgt. E. J. Blake), 4.00.

29.—*Tamar* Res. v. Hongkong Police (Gr. C. Williams), 4.00.

29.—D.C.L.I. Buglers v. D.C.L.I. Res. (Cpl. A. E. Bradley), 2.15.

ROYAL HONGKONG YACHT CLUB.

The opening meeting has been arranged for Saturday next and an excellent programme of races has been arranged for the occasion. There will be tea on the lawn and a Band will be in attendance. An informal regatta will also be held.

Mr. Frank Smyth is the newly-appointed Commodore, and with an energetic Committee behind him we can look forward to a more prosperous and successful season than for many years past. Several motor-boat owners have joined and a class for these has been formed which will add much to the interest of the meetings.

The Rowing section are going well and are much strengthened by several newly joined and experienced oarsmen, who should prove a very material aid in helping them to win races.

CHINESE ART.

A COMING VOGUE FOR THE AUTUMN.

A noticeable feature in the shop window displays in the West End this autumn, says a writer in the *Globe*, is the prominence given to Oriental goods. Some of these are not particularly novel, as Chinese and Japanese lacquer work, rugs and embroideries, leather, Turkish and Persian have been familiar in England for some time. But just now there is a very marked increase of a form of Oriental art which seems likely to have a great vogue in the future, namely, Chinese clothes and embroideries. All kinds of brocades and silks

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed: **DAILY PRESS**, only, special business matter **THE MANAGER**.
 Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
 Orders for extra copies of **DAILY PRESS** should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
 P.O. Box, 33. Telephone No. 18.
 Telegraphic Address: "PRESS."
 Codes: A.B.O. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

NORTH CHINA INSURANCE CO. LIMITED.

FROM This Date and until further Notice **MR. SYDNEY J. CHINGHIN** will be in Charge of the Hongkong Branch of the above Company.
 By Order of the Court of Directors,
B. L. KRAUSS,
 Agent.
 Hongkong, 27th October, 1913. [1248]

FREE LECTURE ON CHRISTIAN SCIENCE

THEATRE ROYAL,
MONDAY, NOV. 10th, 1913,
 at 5.30 P.M.
 Lecturer—**Wm. E. RAYMOND, C.S.B.** Member of the Board of Lecturers of The Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts.
 Hongkong, 27th October, 1913. [1249]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR **BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.**

THE Steamship

"**INDIA**,"
 Capt. C. C. Talbot, R.N., carrying His Majesty's Mails, will be despatched from this port for **BOMBAY** on **SATURDAY** the 8th November, 1913, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "**MOLDAVIA**," from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "**MANRUA**," due in London on the 20th December, 1913.
 Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 27th October, 1913. [1]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 From CALCUTTA, PENANG AND SINGAPORE.
 THE Company's Steamship—
 "**KUMSANG**,"
 having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
 Cargo impeding the discharge or remaining on board after 4 p.m. the 27th inst. will be landed at Consignees' risk and expense.
 No Fire Insurance will be effected.
 Bills of Lading will be countersigned by **JARDINE, MATHESON & CO. LTD.**, General Managers.
 Hongkong, 24th October, 1913. [14]

LOST.
BROWN AUSTRALIAN SHEEP DOG (Bitch). At weans to the name of "LIZIE." White on feet and end of tail. Finder will be rewarded by returning her to **G. FRIESEN**, Care of **MERCHANDISE & CO.**
 Hongkong, 22nd October, 1913. [1254]

WANTED.
JUNIOR ARCHITECTURAL ASSISTANT.
 Apply in first instance by letter to—
 Care of "Daily Press" Office,
 Hongkong, 16th October, 1913. [1213]

UNIVERSITY OF HONGKONG.
MATRICULATION EXAMINATION.
NOTICE IS HEREBY GIVEN that **MATRICULATION EXAMINATIONS** will be held on the following Dates—
 December 15th-20th, 1913.
 JULY 1914.
 Candidates must send in their names to the Registrar, with the fee, not later than one month before the date of the Examination.
 Examination Fee \$5.00 (Hongkong Currency).
 Forms of Entry and all particulars may be obtained on application to
THE REGISTRAR,
 The University of Hongkong,
 Hongkong, 24th October, 1913. [1241]

FOR THE SUMMER MONTHS SPECIALITIES
CORNER OX TONGUES,
CORNER BEEF,
CORNER PORK,
PRESSED BEEF,
GERMAN SAUSAGES.
 These are a few of the delicacies offered for sale by
THE DAIRY FARM CO., LTD.
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ENTERTAINMENTS

ST. ANDREW'S HALL.
TUESDAY, NOVEMBER 4th,
 at 9 P.M.
CONCERT.

UNDER the able Directorship of **Mr. CARL JUNKERMANN**, who presents
DORA VON MOLLENDORFF
 (Violin)
 Assisted by
MR. E. DANNENBERG
 (Piano).

PROGRAMME:
 BACH, GUTTENBERG, SAINT BARNES, VITALE, WIENIANSKY, etc., etc.
 \$3 SEATS \$3
 Booking at MOUTRIE'S.
 Hongkong, 22nd October, 1913. [1232]

INTIMATIONS

HONGKONG JOCKEY CLUB.
NOTICE.
THE HALF-YEARLY MEETING of Members will be held on **WEDNESDAY** the 29th October, 1913, at 12 o'clock Noon, at the Offices of the JOCKEY CLUB, on the Ground Floor of the HONGKONG CLUB ANNEX, Chater Road.
 By Order,
T. F. HOUGH,
 Clerk of the Course.
 Hongkong, 16th October, 1913. [1211]

NOTICE.
WE have much pleasure in announcing to our Numerous Patrons and Customers that we have opened a **NEW SILK STORE** in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of **SILK GOODS** and **JEWELLERY WARE** of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.
 The Stock includes a Choice Selection of Turkish, Persian and Indian **SILK CARPETS** and **WOOLLEN RUGS** in Cheapest and Elegant Patterns.
 Prices Specially Reduced for Summer.
 Cheapest Store in the Colony.
 An Early Visit Earnestly Solicited.
D. CHELLARAM.
 Hongkong, 28th July, 1913. [907]

JUST UNPACKED!
FINEST Quality "DELHI DUBAR"
 and "**DUCHESSE**" Satin and Mousseline
 Black and Coloured for Dress and Evening Wear.
 Guaranteed will wash well.
 Inspection earnestly solicited.
HOOSAIN-ALI & Co.,
 10, D'ARQUILL STREET.
 Hongkong, 15th October, 1913. [45]

FOR SALE
VALUABLE LEASEHOLD PROPERTY
BRITISH CONCESSION.
SHAMEN, CANTON.
TWO LOTS, Nos. 79 and 80, fronting on the CANAL ROAD, each with a frontage of Ninety Feet on the Road, and with a depth of 140 1/2 feet, together with the buildings erected thereon. The Lots will be sold either separately or together. This property will be put up for Sale at Public Auction on the Premises, commencing at 11.00 a.m. on **THURSDAY**, the 30th of October, 1913; if not sold privately before that date. The Undersigned reserve the right to reject all bids if no acceptable bids are offered. Parties interested may obtain particulars from—
THE CHINA BAPTIST PUBLICATION SOCIETY,
 TUNG-SHAN, Canton, China. [1107]

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CORNER OX TONGUES,
CORNER BEEF,
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GERMAN SAUSAGES.
 These are a few of the delicacies offered for sale by
THE DAIRY FARM CO., LTD.
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INTIMATIONS

LANE, CRAWFORD & Co.
 TELEPHONE 97.

XMAS 1913.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.
 Orders placed before November 7th will be delivered in the United Kingdom FOR XMAS.



LANE, CRAWFORD & Co.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED.

FOOCHOW TEA.
PRICES—Including Freight, Duty and Delivery to any address in the United Kingdom.
 Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.
 [46]

BECK & CO., BREMEN.
KAISER BREWERY.
BECK'S BEER,
KEY BRAND.
\$16.00
 PER CASE OF 6 DOZ. PINTS.
 " " " 4 " QUARTS.
HONGKONG AGENTS:
MACEWEN, FRICKEL & Co.
 [382]

NOTICE.
FRASER & NEAVE'S AERATED WATERS.
 The Public are hereby informed that—
MESSRS. HOPMEI & Co.,
 74, CONNAUGHT ROAD, WEST.
 Have been Appointed Sole Agents in Hongkong for the Sale of Messrs. FRASER & NEAVE'S CELEBRATED AERATED WATERS. Shipping, Private Families, Hotels and Contractors Supplied at Moderate Rates. All Orders will receive our best and prompt attention.
HOPMEI & Co., 74, CONNAUGHT ROAD, WEST, HONGKONG.
 Hongkong, 3rd October, 1913. [1168]

CHEAP SALE.
NEW STOCK OF XMAS GOODS.
SWATOW DRAWN WORK, CANTON EMBROIDERY,
AND ALL KINDS OF LADIES' FANCY GOODS,
20% DISCOUNT
FOR 15 DAYS ONLY.
BEGINNING FROM 1ST TO 15th NOVEMBER, 1913.
 It is time to send your Presents Home Now. Come round at once. You'll find everything suitable.
SWATOW DRAWN WORK CO.,
 No. 14, DES VOUX ROAD CENTRAL, HONGKONG.
 Hongkong, 24th October, 1913. [1240]

GRACA & CO.
 PEDDER ST. (Hongkong Hotel Building),
 Dealers in
POSTAGE STAMPS, PICTORIAL POST CARDS,
CHRISTMAS GOODS,
TOYS, &c.
 Just Received a Fine Selection of
BABY DOLLS
 from ONE INCH to THREE FEET in Size.
 Hongkong, 25th October, 1913. [1153]

ON SALE
 AT THE
"HONGKONG DAILY PRESS" OFFICE.
"WITH DOG AND GUN IN THE NEW TERRITORY."
BEING the Series of Articles contributed to the "**HONGKONG DAILY PRESS**" by "**Sportman**," reproduced in book form.
 PRICE \$1.
 Hongkong, 6th October, 1913.

TO LET
OFFICES, ROOMS, and GODOWNS, on Ground and Second Floors, No. 14, Des Voux Road Central, the Premises now occupied by The South China Morning Post, Limited. Possession, 1st May, 1914, or earlier.
"HOMESTEAD," No. 45, Peak. Immediate possession.
 Apply to—
SANG KEE,
 Care of COMPASSION DEPARTMENT, Hongkong and Shanghai Bank.
 Hongkong, 17th September, 1913. [1083]

TO LET OR FOR SALE
GODOWNS at 28, 28A, 29 and 29A, Praya East.
 Apply to—
HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,
 Hotel Mansions.
 Hongkong, 4th September, 1913. [1035]

ENTERTAINMENTS

THEATRE ROYAL.
THE HONGKONG NUMMERS
 AN ELABORATE PRODUCTION OF SHAKESPEARE'S IRRESPONSIBLE COMEDY,
"TWELFTH NIGHT"
 (IN A NEW WAY)
 In aid of the following Charities:
 The Diocesan Girls' School Building Fund. The Y.W.C.A. Hostel.
 The Blind Home. The Society of St. Vincent de Paul.

FIRST AMATEUR SHAKESPEARIAN PRODUCTION
MATINEE
 for Children and Students.
\$1.50 and \$1.00
TO-MORROW NIGHT, 28th OCT. AND THURSDAY, 30th OCT.
LAST PERFORMANCE
SATURDAY, NOV. 1st.
 at 9.15 P.M.
 \$3.00 and \$2.00 Seats can be reserved at MOUTRIE'S from Monday, 24th October, Hongkong, 5th October, 1913. [1159]

HARMSTON'S CIRCUS
ROYAL MENAGERIE
PERFORMING WILD ANIMALS.
LOCATION: CAUSEWAY BAY.
GRAND OPENING NIGHT—SATURDAY, NOV. 1st, at 9.15 P.M.
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 Headed by
THE COTTRELL TROUPE
 (5 in Number).
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 Double, Triple and Twisting Somersaults to Shoulders, a More Detail.
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MATINEES—Every WEDNESDAY and SATURDAY AFTERNOONS.
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W. HARMSTON, Proprietor.
 Hongkong, 25th October, 1913. **R. ALTON and W. SYMONS, Agents.** [1244]

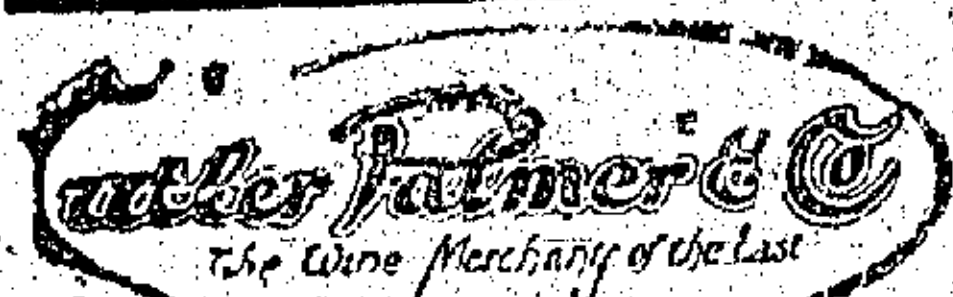
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LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

COMPANY MEETING.

HONGKONG HOTEL COMPANY,
LIMITED.

An extraordinary general meeting of the shareholders in the Hongkong Hotel Company, Limited, was held on Saturday at the Hotel for the purpose of considering the following resolution:—

"That the following new Article be inserted in the Company's Articles of Association after Article 10 thereof:—

"10a. The Company shall pay dividend, in respect of any existing or new shares of the Company, in proportion to the amount paid up on each share where a larger amount is paid up on some shares than on others."

Mr. J. S. Harston presided, and there were also present:—Dr. J. W. Noble, Mr. J. W. C. Bonnar and Mr. F. Maitland (directors), the Hon. Mr. David Landale, Messrs. L. Gibbs, E. J. Grist, W. Ford, F. T. Lee, Chan Fu Shun, M. J. Vessouza, M. Sternberg, J. M. Noronha, M. D. Silas, G. W. Avenell, J. Walker, M. Mann, G. T. Lloyd, E. Raymond, J. E. Raymond, John Doe, U. Galluzzi, W. A. Voill, L. Tobias, W. Logan, B. Baste, L. O. Chan, W. E. Clarke, F. Lewis, S. H. Michael, Sydney Michael, Wong, Liu Tai, J. L. S. Alves, Leung Kam Ming, Fung Tat Hang, C. D. Silas, G. Lammer, She Po Sham, F. B. L. Bowley, C. Skott, E. Goetz, Ivor Georgey, Dr. Stedman; with Mr. Taggart, Acting Secretary.

The Secretary having read the notice convening the meeting,

The Chairman said:—At the extraordinary general meeting of this Company which was held on the 4th inst. I refrained from putting to the vote the resolution set out in the notice convening such meeting. My reason for so refraining was that I was under the impression that the Company's Board of Directors—at whose instance the meeting in question was convened—desired the resolution to be passed as amended at the instance of the Board at such meeting, and as the resolution was that of the Board and not of any shareholder outside the Board, I merely put to the vote the resolution as amended and not as originally proposed to be passed. I gather that in this respect I was acting under a misapprehension, and that the Board consider that when the resolution as amended was defeated, the resolution as set out in the notice convening the meeting should have been put to the vote. As the resolution was not put to the vote, this meeting has been convened for the purpose of putting the same to the vote—the resolution set out in the notice convening this meeting being in the same terms as that set out in the notice convening the extraordinary general meeting held on the 4th inst. If any member desires to address the meeting I shall be obliged if he will kindly do so before I formally propose the resolution.

Mr. Maitland—I beg to second the resolution to make it in order.

Mr. Grist—Don't you propose that?

The Chairman—I will formally propose it if you wish, gentlemen. Does any shareholder desire to say anything on the resolution?

Mr. Grist—We have before us to-day precisely the same resolution that we had before us at the meeting held on the 4th inst. At that meeting, an amendment was proposed, but only with a view to making the resolution retrospective. The shareholders rejected the measure and expressed an opinion adverse to it, but in spite of this the Directors have thought fit to call the present meeting and again bring the matter forward.

With regard to the merits or demerits of the resolution, I do not think I can usefully add anything to what I said at the last meeting, a copy of which I will read:—"The objects for which the present meeting has been called have been fully explained to you, and shortly are that the dividend *pro rata* in proportion to the constitution of the Company does not allow it to pay a larger or different dividend in respect of the fully-paid shares than the partly-paid shares."

Although it has been done for years past, it is now sought to alter the constitution of the Company to enable or rather make it imperative upon it to pay a dividend *pro rata* in proportion to the amounts paid up on the shares, entirely forgetting or losing sight of the fact that the Company is trading, at any rate in part, upon the credit of its un-called capital—that is the liability of the holders of the partly-paid shares for the unpaid amounts. It is obviously unfair that they (the new shareholders) should receive no compensation for this liability.

The benefit of the credit so obtained by the Company, and on that ground I oppose the passing of the resolution.

There is also another, and perhaps stronger, reason why this resolution should not be passed, and that is—when the new shares were issued the Company by the issue of them agreed to sell to the new shareholders eight-twentieths of the concern, there being nothing in the Articles of Association allowing the Company to differentiate between the old and new shareholders in respect of dividends or otherwise. An attempt is now being made to deprive the new shareholders of their rights to receive this eight-twentieths which they have purchased. I do not think it competent to the larger section of shareholders to pass the present resolution, which would have the effect of depriving a smaller section of shareholders of their rights, to the advantage of the larger section. An easy solution of the difficulty would be to call up the unpaid capital in respect of the new shares and make all the shares fully-paid. This would be fair on both classes of shareholders, and it would then be no longer necessary to alter the constitution of the Company. It would place all shareholders on an equal footing and they would all rank alike in respect of dividends, and in all other respects."

Mr. F. Maitland—I am somewhat surprised to find that there is opposition to the passing of the resolution before me. I do not suppose that a single shareholder expected that the dividend would be paid otherwise than *pro rata*, nor that the fully-paid up shares would not receive twice as much as the partly-paid up shares, until the point was raised by the auditors, and even then a very large proportion must have expressed surprise that there was anything in the point, which in my opinion as regards the Hongkong Hotel Company is against equity, although it may be the law.

**WM. POWELL,
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THE NEWEST IN DRESS SUITINGS.

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CADBURY'S IMPERIAL CHOCOLATES.**

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FRESH HOME-MADE CHOCOLATES.

WEISMANN, LIMITED.

Even on the law side there must be a difference of opinion, for your Directors were first advised that they were in order in recommending the dividend on the same lines as it had been paid since the new issue of capital was made, and now they have been advised differently. Mr. Grist, speaking on behalf of a certain body of shareholders at the meeting on 4th October and again to-day, argued that the Company had been trading on the unpaid call; I can assure you that this was not so when the auditors called attention to the payment of dividend, nor is it so now, for I look on the debentures of this Company almost, if not quite, as good a security as Bank of England stock. Mr. Grist further stated that it would be fairer to call up the unpaid capital, so it is clear in a nutshell that a certain body of shareholders who hold a large proportion of the partly-paid-up shares are taking an unfair advantage of—shall I say, a flaw or omission in—the Articles of Association, to force the majority of your Directors to make all shares fully-paid up, when in their opinion as business men they do not consider it in the interests of the holders as a whole, or in the interests of the Company, to do so. Certainly the shareholders should have the absentees fully put before them. Until the resolution before you is passed and confirmed your Directors cannot very well recommend a dividend at all, and the delay is not fair to shareholders (particularly those residing at Home) who may be counting on their dividends for current expenses. I submit in all equity that the question before the meeting at present should be treated as it is, it being a separate matter from the one of calling up the unpaid capital and I ask your support to enable the dividend to be paid as heretofore. It is certain that no shareholder expected anything but a *pro rata* dividend when the new issue was made, or the point would have been raised long ago. (Applause.)

Dr. Noble—At the previous meeting, and also to-day, Mr. Grist said, "In bringing forward this resolution we have entirely forgotten or lost sight of the fact that the Company is trading, at any rate in part, on the credit of its un-called capital." This I think will not bear examination. What trading is done on the strength of this un-called capital? We have two classes of creditors. The Bank, to whom we owe \$50,416, and the debenture holders, who have contributed \$750,000 for us to trade upon. How many who have purchased these debentures had knowledge of the fact that there was un-called capital outstanding? I venture to state that if the purchasers had this knowledge, not one of them was influenced thereby. What does this amount to? \$800,000 only. This is not very good security for \$750,000! If the capital of the Company

should now be reduced by the cancellation of this \$200,000 outstanding, would the holders of these debentures lay awake nights because of it? I wonder! The security on which the debenture holders rely, if they are practical business men, is the value of the Company's property, not the capital outstanding on a few partly paid shares, but on substantial assets, real estate and buildings, valued a few months ago by Messrs. Palmer & Turner on a conservative basis at \$2,514,215. You may add to this, if you will, the earning power of the Hotel as a going concern and the goodwill of the business, furniture, machinery, and plant. These are the things which give us credit and on this we trade. Will Mr. Grist, on behalf of his clients, agree to the cancellation of this outstanding capital? If he would like to have a practical test made as to the value of the Company's business, it might be taken into consideration and the Court applied to for the power to reduce the capital by \$200,000, the amount outstanding. Do not misunderstand me; I am not advocating that this be done, but if Mr. Grist's clients consider it a hardship to carry this liability or that they should be paid compensation for the credit it confers, the matter will, at this request, be seriously considered, not otherwise. I refer to Mr. Grist's "clients," as he had been a shareholder at the time he made his address for eight days only, so that he himself could not have suffered greatly. Mr. Grist says further: "There is another and perhaps stronger reason why this resolution should not be passed; and that is, that the Company agreed to sell to the new shareholders eight-twentieths of the concern, and there is nothing in the Articles allowing the Company to differentiate between the old and the new shareholders in respect of dividends or otherwise." The Company did not sell eight-twentieths of the concern to the new shareholders. The Company sold new shares to old shareholders—a very different matter—and many of those old shareholders have kept these new shares, and have them to-day. I am one of those who has done so. If all the old shareholders had kept the new shares as the present question would not arise, as the division was *pro rata* and because some of the trouble has arisen because some of the old shareholders have been tempted by the profit offered and sold their new issue. The new shares have been sold at \$91 per share, a profit of 24 per cent. Not bad, eh? I show the eagerness of the public to uphold the credit of the Company—on which Mr. Grist tells us we have been trading. Very kind indeed! Speculation has been rife, and to make it profitable to those who have indulged therein, able to those who will be spared to kill this

(Continued on Page 6.)

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Capital Yen 10,000,000
Capital Subscribed (paid up) Yen 6,250,000
Reserve Fund Yen 2,880,000

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HONGKONG OFFICE,
3, Des Vœux Road.

Interest allowed on Current Account Deposits received on terms which may be had on application.

R. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [656]

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(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1823.

Authorised Capital Fl. 80,000,000 (22,500,000)
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G. VERMEY, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 3rd October, 1913. [21]

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS:—
Sinking \$15,000,000
Silver \$17,450,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
S. H. DOUGLASS, Esq., Chairman.
Hon. Mr. D. LANDALE, Deputy Chairman.
G. F. FRIEDLAND, Esq., J. A. PLUMMER, Esq.,
G. Goetz, Esq., W. L. PATTERSON, Esq.,
C. S. OUBAY, Esq., H. A. SIEBS, Esq.,
P. H. HOLYAK, Esq., Hon. Mr. E. SHELLIM.
G. R. LAURENCE, Esq.

CHIEF MANAGER:
Hongkong—N. J. STARR.

MANAGER:
Shanghai—A. G. STEPHENS.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
On Fixed Deposits:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STARR,
Chief Manager.
Hongkong, 13th October, 1913. [18]

**THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1859.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,700,000
RESERVE LIABILITY OF PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened on application.
FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT,
Acting Manager.
Hongkong, 14th April, 1913. [123]

BANKS

**THE YOKOHAMA SPECIE BANK
LIMITED.**

Authorised Capital Yen 48,000,000
Paid-up Capital Yen 30,000,000
Reserve Fund Yen 13,550,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:
Antung-Hsin, Liao-Yang, Ryofun,
Calcutta, (Port Arthur)
Bombay, London, San Francisco
Changhai, Los Angeles, Shanghai
Dairen (Dalny), Lyons, Tientsin
Fongtien (Mukden), Nagasaki, Tientsin
Hankow, Newchwang, Tokyo
Harbin, New York
Hankow, Osaka
Kobe, Peking

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.
Hongkong, 30th September, 1913. [464]

**INTERNATIONAL BANKING
CORPORATION.**

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 56, Bishopsgate, E.C.

BRANCHES:—
Bombay, Kobe
Calcutta, Manila
Canton, Mexico
Colon, Panama
Hankow, Peking
Hongkong, San Francisco
Shanghai, Yokohama

CAPITAL AND SURPLUS Gold \$7,200,000
equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG,
Manager.

9, Queen's Road,
Hongkong, 21st October, 1913. [1230]

**THE MERCANTILE BANK OF
INDIA, LIMITED.**

Authorised Capital £1,500,000
Subscribed £1,100,000
Paid-up £625,000
Reserve Fund £415,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 14th July 1913. [379]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

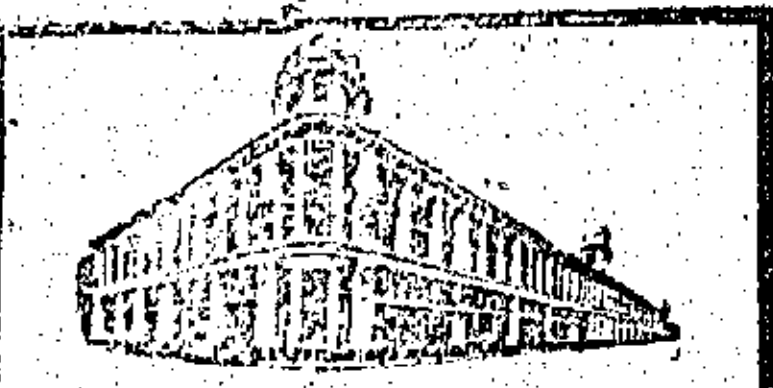
Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR,
Chief Manager.

Hongkong, 1st July, 1911. [19]



WHITELEYS
THE LARGEST
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(1,250 Pages) Mailed Free

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LONDON & W.**

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TO H.M. THE KING.

W.M. WHITELEY, LTD.

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GENUINE CAVIARE,
ANCHOVIES IN BRINE

(Salted Sardines)
in Tins and Glass.

Sold by all High-Class Provision Dealers.

C. F. STUHR & CO., HAMBURG

English Export Agents:
W. LOVAGROVE, LONDON, E.C.

208

SANTAL MIDY

These tiny Capsules—superior to Copaiba, Cubebs, and Injections—CURE the same diseases as these drugs in

FORTY-EIGHT HOURS

without inconvenience.

Each Capsule bears the name.

Paris, 8, rue Vivienne

Sold by all Chemists.

[252]

THE NEW FRENCH REMEDY.

THERAPION No. 1
CURES DYSPEPSIA, NERVOUS AFFECTIONS, INDIGESTION.

THERAPION No. 2
CURES RHEUMATISM, NEURALGIA, SCIATICA, MIGRAINE.

THERAPION No. 3
CURES CHRONIC NEURALGIA, BRUISES, LIMP, VECOR, ETC.

SOLD BY LEADING CHEMISTS, PHARMACIANS IN ENGLAND, IRELAND, AND THE CONTINENT.

FREE BOOKS TO BE HAD BY POST. FREE BOOKS TO BE HAD BY POST.

THE NEW FRENCH REMEDY. THERAPION No. 1, 2, 3.

SEE THAT TRADE MARKED WORD "THERAPION" IS ON WRAP, DO NOT STAMP APPLIED TO ALL GENUINE PACKETS.

INSIST ON HAVING THERAPION.

[175]

**HONGKONG METEOROLOGICAL
REGISTER.**

Hongkong Observatory, October 26th

Previous Day at 2 p.m. On Date at 6 a.m. On Date at 2 p.m.

Barometer 70.9 70.3 70.9

Temperature 75 71 58

Humidity 75 71 58

Wind Direction ESE ENE East

Wind Force 3 4 5

Weather b b b

Rain 0.00

Highest open air Temperature on 24th ... 77

Lowest open air Temperature on 24th ... 71

COMPANY MEETING.

(Continued from Page 5.)

resolution and to have the outstanding capital, for which the Company has no profitable use, called up. It is the result of speculation, gentlemen, nothing else. It is wrong in principle, it is not sound business. I am opposed to it now and for ever. Yet I, too, will profit by the success of the clients of Mr. Grist for I hold 484 of the original partly-paid shares. Yet I am opposed to the scheme, as it is wrong in principle and a bad business transaction. You gentlemen who are opposed to the passing of this resolution do not really want or expect the same dividend on the partly-paid, as on the fully-paid, shares. But you do mean to block this, or any measure the Board may bring forward to alter the Articles, so as to compel them to call up this capital to suit your speculative ends. This is not a matter for the shareholders, but one for the Board to decide. The tactics of the opposition is to block everything they can, except their favourite measure. They can only block such measures as require a three-fourths majority (a simple majority we can always manage), as they own and control, through nominees, only about 6,000 shares (though they claim 8,000, a misstatement of their part, I think, out of 20,000). I alone, at this moment, with my own holdings and through proxies representing over 6,000 shares, whilst my co-director (Mr. Maitland) controls 2,000 more, and there is represented here in this room, I estimate, over 10,000 shares, all of which will be voted in favour of, and to uphold, the right. There will be 6,000 against To block this matter down, there are in the opposition only two large shareholders, one of whom is now present. At the meeting held on the 4th inst. both were present. In order to forestall such a condition of affairs as we are now confronted with, our Articles provide that no shareholder shall hold more than 10 per cent. of the Company's capital. This is futile, as there is no law to prevent shares being registered in the names of nominees whose proxies may be taken or who will vote as directed. For this we now suffer. There are three shareholders only so far as I am aware, who insist on this capital being called up. I am sorry to see that only one of them, Mr. Grist, is absent from the Colony. One of the absent ones is one of our auditors, and he cast his vote against the passing of the resolution on the 4th inst. Mr. Grist has told us that "an attempt is now being made to deprive the new shareholders of their right to receive this eight-twentieths which they have purchased." The bargain was with the old shareholders who purchased 8,000 new shares, and paid up \$25 on each share. Since that time they have received in dividends half as much on each new share as they received on each old one. When they made the bargain they knew this would be the case so long as the new shares were only partly (\$25) paid up. Therefore they have not been deceived by the Company. They got nothing more, they expected nothing more, so long as the shares were partly paid. Furthermore, the Board does not declare the dividends, it merely recommends what they shall be. The shareholders in meeting vote upon, and thus fix, what dividends shall be paid to themselves. This they have done regularly half-yearly till now. When the new issue was made had the words *pro rata* been inserted in the Articles no question such as this could have arisen. These words were not inserted at that time, and we are asking your sanction to insert them now, and thus remedy a slip or oversight which was brought to our notice by one of our auditors. I am sure, Mr. Grist, that you will agree with me. It was wrong to continue as we were and must alter our Articles. This was now done by Mr. Wilkinson, acting for the auditor, wrote him on February 24th, 1913, as follows:—"It is no part of the duty of the auditor to advise the Directors or shareholders what they ought, and what they ought not to do, and it is nothing to the auditors whether dividends are proper or improper; declare and pay, and an auditor cannot therefore be held liable even for dividends paid out of capital, provided that he has done his duty to the shareholders in setting out properly in the balance-sheet, and profit-and-loss account full information with regard to the true financial position." This advice our auditors do not seem to have acted upon. Mr. Grist says he "does not think it competent to deprive the larger section of their rights to the advantage of the larger section." When the bargain was made and the new shares sold, they were sold *pro rata* to the old shareholders, according to their then holdings. There did not exist a larger and a smaller section—it was one section, not two. Surely one cannot take advantage of oneself. Mr. Grist refers to both classes of shareholders, whereas but one class existed. This class agreed amongst themselves what should be done, and it was done. I must say I regret to see one of the Company's auditors, who had recently purchased shares in the Company, voting against a perfectly right and proper alteration to the Company's Articles, an alteration which emanated from, and was suggested by, himself. After what he has since transpired and the references made in the public Press I feel bound to state by way of explanation that at noon on October 4th, as we were about to enter this room, the auditor remarked to me that he was coming to vote against the resolution. I replied that it was his own measure. He then said: "You have not done all that I suggested." I asked, "In what respects?" He said: "You have not made it retrospective." Acting on this hint, I immediately reported the conversation to my co-directors, and in the few moments that remained before the meeting opened an amendment was framed in the resolution as drafted. This we did, notwithstanding the fact that we did not agree with him on the point, then or now, and were satisfied we were well advised in respect thereto. The Board made a *bona-fide* effort to meet his objection, and still he voted against it. A few months ago I offered my seat on the Board to one of the large shareholders in the opposition. He refused it, which I regretted, as I would at that time willingly have retired in favour of any one seeking trouble. The Directors are exceedingly anxious that this resolu-

tion should be passed. The accounts for the half-year have been ready for presentation to shareholders for weeks past. They have been held back pending the passing of this resolution. If the resolution is not passed the accounts will be held back for a further period, perhaps indefinitely. This will be a hardship on many shareholders who are anxious to receive a dividend, especially those shareholders at Home who are depending upon receiving this dividend, which may form an important part of their income. All this is brought about by one or two determined shareholders, one of whom has stated to Mr. Maitland "that he does not care for large dividends." He would not care if they were reduced from \$5 to \$4 per year, but he does want the debentures paid off. What they demand is: That the debentures, amounting to \$750,000, shall all be paid off. As the debentures amount to \$750,000, and the amount made available by the call is only \$200,000, there will still remain \$550,000 to be paid off. How do they propose to pay this off? They want a certain amount set aside out of profits each year for the purpose of paying the dividends for years to come. This is in keeping with the statement of the opposition to the effect that they are not actuated by any hope of personal profit in the matter; and "are of opinion that the debentures should be paid off out of the money raised by calling up the capital, and out of profits as they accrue." The reason given for this is that they "want the debentures paid off, they want no charge of any kind on the property, it is such a good investment." Gentlemen, tell me as men of business is this a good reason, is it a sound doctrine? Your answer will be: Certainly not. We pay 6 per cent. interest per annum on the debentures. We have been paying dividends at the rate of 12 per cent. per annum. If the answer given is the true reason, i.e., if it is their desire that the call be made so pay off these debentures, they are very little to be gained in calling up the capital for that purpose, as we can then liquidate only 20 per cent. of the debenture issue of \$750,000. Thus you see their purpose cannot be accomplished. To aid them in quickly securing the end they so much desire, I have suggested that we sell the Mansions, a property detached from the Hotel buildings, and which is of but little use to us for hotel purposes, but very valuable for business purposes. The sale of this property should enable the debentures to be entirely liquidated. But no, they will not listen to this proposition. They want the capital called up, even though by doing so they will not be able to accomplish their avowed object of paying off the debentures. The battle cry is: "Pay off the debentures." They will be satisfied with nothing else. They say "Give us smaller dividends, but pay off the debentures." How many men are there in business who trade solely on their own capital, and earn 12 per cent. on the money so borrowed? All who have purchased these new shares at a premium have done so with their eyes wide open. They have been purchased by some with the direct object of forcing the Company to make this call. This is made clear by their statement, that should they fail to carry their point at the present time, they will continue to buy shares till they have acquired more than half the capital of the Company or a sufficient number of shares to force the hands of those who are now unwilling to accede to their wishes. Do the majority of the shareholders want smaller dividends? What think you? The very ones who now say "Give us smaller dividends," have said to me, year after year "A very good report, but next year I hope you will give us larger dividends!" Why this sudden change? This meeting should have been held in June last, and should have been held then but for the threats made by certain large shareholders. These threats they gave effect to on October 4th, the date on which the last meeting was held. Whether they will do so again to-day remains to be seen. I am divulging no secret, gentlemen—it is, and has been for months past, known to many, and has been freely discussed in the street. Gentlemen, I ask you to vote for the resolution. (Applause.)

Mr. F. B. L. BOWLEY—Mr. Grist, in addressing the meeting just now, made a remark which I should like to challenge. He stated at the last meeting that the shareholders objected to the resolution, and as some of the gentlemen present were not here at the last meeting, I should like to state that what happened at the last meeting was: First, I remember a speech by Mr. Grist against the resolution, but the votes for the resolution greatly exceeded the votes against the resolution. If there had been one or two more voting for the resolution we should have had the requisite majority of three-fourths. I think it was rather a surprise to some of the shareholders that the resolution was not passed. I don't want to enter into any legal argument with the learned gentleman who is opposing this resolution—I have not the honour to be the legal adviser to the Company, nor do I represent a single shareholder here except myself—but I think it would be of interest to some of the shareholders to hear what my opinion is on that as an investing shareholder, because I am convinced my opinion is shared by a great many shareholders who are not able to be present here to-day because they are not in the Colony. Gentlemen, I was an old shareholder when this new issue was offered to us. I took up the new issue and I hold old shares and new shares, and when I took up the new issue I was under the impression, an impression I have held ever since, that the dividend on the new issue would be *pro rata* (Applause.) Until this year we have always received that dividend, and I believe that the majority of the investing shareholders in this Company have been perfectly satisfied with this dividend. And the opposition, as Dr. Noble has just told you, is engineered by speculating investors, who are trying to take advantage of what obviously is some clerical error in the drafting of the Articles of the Company. I ask you, gentlemen, to vote for this resolution, and to bear in mind that a three-fourths majority is necessary to carry this resolution, and therefore every person's vote is necessary. (Applause.)

There being no further speeches, the Chairman put the resolution, which was lost on a show of hands by 21-24. Dr. NOBLE—I demand a poll of all shareholders. Gentlemen, I think it is necessary that more than one shareholder should make this demand. Will five other gentlemen back me up?

A number of gentlemen put up their hands.

The CHAIRMAN—There are more than five. That, of course, means that the poll will have to be taken on a date some time hence. I should think three months.

Mr. BOWLEY—Would not two months be sufficient, Mr. Chairman?

The CHAIRMAN—The poll that has been demanded is of the whole of the shareholders in the Company, and those who are at Home will have to come out or send proxies to vote for them. We don't want to keep it too long. We see your point, but we want to give a fair time.

It was announced that a poll would be taken on Saturday, 10th January next, at 11 a.m.

The CHAIRMAN—That concludes the business, gentlemen. I thank you for your attendance.

The following analysis of the voting was subsequently supplied:—

For the resolution: Messrs. Gibbs, Walker, Hauk, Lloyd Potts, Weill, Lai Chan, Clarke, Leung Kam Ming, Fung Tat Hang, Geo. Lammert, She Po Shan, D. Landale, F. B. L. Bowley, J. W. C. Bonner, F. Maitland, C. Skott, G. Goetz, Dr. F. D. Stedman, John Doe, and Dr. J. W. Noble.

Against: Messrs. Grist, Ford, Lee, Chan Fa Shan, Vessons, Sternberg, S. Ellis, J. M. Noronha, M. D. Silva, R. E. Ellis, G. W. Avenell, E. Raymond, J. R. Raymond, U. Galluzzi, Tobias, Logan, Panto, Lorrie, S. H. Michael, S. Michael, Wong Lui Tai, Alves, O. D. Silva and Ivor Gourley.

The Chairman did not vote.

BRITISH ANTARCTIC EXPEDITION, 1910.

Funds are urgently needed to carry on the splendid scientific and other work of the late Capt. R. F. Scott and his Staff, and the authorities have decided to offer the remainder of the special postage stamps issued for the Expedition for sale to the public.

The late Captain R. F. Scott, R.N., was the first Postmaster of Victoria Land—under warrant from the Government of the Dominion of New Zealand—the Assistant Postmaster being Paymaster Francis Drake, R.N.

There were three mails each way and one registered mail carried by S.Y. *Terra Nova*, R.Y.S., from the Victoria Land base to New Zealand, or to other vessels, and all the mails bore the current (Green, King Edward) or (Red, Dominion Type) stamps of New Zealand, overprinted the remainder of the stamps are now being offered for sale to the public, and every stamp sold will be accompanied by a Certificate (which see) signed by Commander Evans and Assistant-Postmaster Francis Drake. An opportunity is thus given of acquiring interesting relics of the Expedition, which may increase in value and, at the same time, materially assist the funds being raised to carry on the splendid scientific and other work of the late Capt. Scott and his Staff.

(See Clause 1 of Certificate below.)—These stamps actually accompanied the Expedition to Victoria Land, and are genuine in every way.

(See Clause 2.)—No reprints: therefore if, as is hoped, the demand exceeds the supply, there will be a rise in value.

(See Clause 3.)—In addition to Berne Convention, H.M. King George V. accepted a sheet, and members of Expedition had 24 each at first.

(See Clause 4.)—There are less than 800 of the 3d. left, and the Expedition, and also dealers, are under agreements not to sell them at less than 25s. each, and not less than 5s. each for the 1d., of which there are more.

(See Clause 5.)—The stamps are to be sold mint, or officially postmarked with the date named on Clause 5. Blocks, Pairs, and Strips *pro rata*.

(See Clause 6.)—The stamps were actually used with authority and are thus fully entitled to place in a collection of Postage Stamps and in the recognized Stamp Catalogues issued throughout the world.

The stamps can be obtained through the trade, or from the Secretary, Antarctic Expedition, Stamp Dept., 69, Farringdon Street, London, E.C. 4, should be crossed "London & Provincial Bank, Ltd."

21, June, 1913.

We hereby certify:—

(I.)—That the stamps (1d. and 3d.) which are being sold were specially overprinted, and accompanied the British Antarctic Expedition.

(II.)—That no reprints have been or will be made.

(III.)—That of the original supply every stamp has been accounted for and included those presented to the Berne Convention and those used by the members of the Expedition.

(IV.)—That no unused or officially cancelled stamps have been or will be sold to the public for less than 5/- for the 1d. and 25/- for the 3d.

(V.)—That the official Postmark has been fixed to show the day and hour when the *Terra Nova* arrived at the Post Office at Cape Evans, Victoria Land, on her last relief voyage.

THE HONGKONG DAILY PRESS, MONDAY, OCTOBER 27TH, 1913.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"CHANGSHA"	27th October.	31st October.
"TAIYUAN"	26th November.	2nd December.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE. Hongkong, 20th October, 1913. TELEPHONE NO. 35. AGENTS. 1123

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK," Yokohama.

Codes used—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkins's.

DRY DOCK DEPARTMENT:—Telephone Nos. 370, 506, or 681.

NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 376 ft. NO. 3 DOCK. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

32 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 68,248 square yards, or 14.1 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses 712

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SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES EXCHANGED.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913. 694

(VI.)—That the stamps were actually used with authority from the Government of the Dominion of New Zealand to pay postage on the mails carried by the S.Y. *Terra Nova*, R.Y.S.

Approved: Edward R. G. R. Evans, Commander, R.N., Commanding British Antarctic Expedition, 1910-13.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Mangalia* sailed from Yokohama on the 20th October, for Hongkong via Manila. The mail from the United States has been transferred to the T.K.K. str. *Nippon Maru*, which is scheduled to reach Hongkong on the 27th October.

THE AUSTRALIAN MAIL.

The E. & A. str. *Engle* left Sydney on the 12th October, for this port via Queensland Ports, Port Darwin and Manila, and may be expected to arrive here on or about the 11th November.

The I.G.M. str. *Prins Waldemar* left Sydney on the 18th October, at 11 a.m., and may be expected here on or about the 10th November.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Melbourne for this port via ports on the 22nd October, and is expected here on the 17th November.

THE CANADIAN MAIL.

The C.P.R. str. *Monteagle* left Shanghai on the 25th October, at 4 p.m., and is due to arrive here to-morrow, at 4 p.m.

The C.P.R. str. *Empress of Russia* left Shanghai on the 25th October, at 5 p.m., and is due to arrive here to-morrow, at 9 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Eitel Friedrich*, carrying the German mails, with dates from Berlin of the 1st October, left Singapore on the 25th October, at 9 a.m., and may be expected here on or about the 28th October, at 1 p.m.

MERCHANT STEAMERS.

The N.Y.K. str. *Penang Maru* (Bomby Line) left Kobe for this port via Moji and Shanghai on the 17th October, and is expected here on the 27th October.

The Mogul Line str. *Lothian*, from U.K., sailed from Singapore for Hongkong on the 21st October, and is due here on the 27th October, morning.

The str. *Torilla*, from Calcutta, left Singapore on the 24th October, a.m., and may be expected here on or about the 28th October, a.m.

The N.Y.K. str. *Bombay Maru* (Bomby Line) left Bombay for this port via ports on the 11th October, and is expected here on the 28th October.

The A.L. str. *Nippon* left Singapore for this port on the 23rd October, and will arrive here on the 29th October.

The str. *Oriental* left Singapore on the 23rd October, and is due here on the 30th October, a.m.

The N.Y.K. str. *Colombo Maru* (Calcutta Line) left Calcutta for this port via ports on the 19th October, and is expected here on the 31st October.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOIR" FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th Nov., or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 11 a.m.

No Bills of Lading will be issued after the 24th inst. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 21st October, 1913. 11231

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Medoa" and "Normand" and from Bordeaux ex s.s. "Cambria" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 28th inst. at NOON will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 30th inst., as they will not be recognised. All damaged packages will be examined on TUESDAY, the 28th inst., at 10 a.m.

No Fire Insurance will be effected by us in any case whatever.

S. C. de BUSSIERRE, Acting Agent.

Hongkong, 21st October, 1913. 12

FROM EUROPE.

THE H.A.L. Steamship

"SAMBIA."

Capt. W. Hesselmann, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Hongkong and/or Kowloon, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be forwarded on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 28th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 22nd October, 1913. 1236

THE ROYAL MAIL STEAM PACKET COMPANY.

The Steamship "VESTALIA."

FROM PORTLAND (Or), SEATTLE AND JAPAN.

THE above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from longshore.

Cargo intended for discharge or remaining on board after 3 p.m. 23rd inst., will be landed at Consignees' risk and expense and delivery must then be taken from the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 23rd inst., at 9.30 a.m. will be subject to rent.

All chafed and otherwise damaged Cargo must be left on board or in Godown and examination of same will be held at Kowloon Godowns on 23rd inst., at 9.30 a.m.

All Claims must be presented on or before 2nd November, otherwise they will not be recognised.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 23rd October, 1913. 149

FROM EUROPE.

THE H.A.L. Steamship

"SEGROVIA."

Captain F. Engh, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and/or Kowloon, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 28th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex s.s. "Bydo" from Christiania.

Ex s.s. "Hiericks" from Stettin.

Ex s.s. "Kong Ring" from Christiania.

Ex s.s. "Germania" from Göteborg.

Ex s.s. "Bassao" from Bordeaux.

Ex s.s. "Jolo" from Dransburg.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 22nd October, 1913. 1237

VESSELS ON THE BERTH

AMERICAN AND ORIENTAL LINE.

(ANDREW WEIR & CO.'S STEAMERS.)

THE Steamship

"POLERIG,"

Captain James Dye, will be despatched from

Hongkong TO-MORROW, 28th October for

BOSTON AND NEW YORK

(With liberty to call at the Malabar Coast.)

For freight and further particulars, apply to

THE BANK LINE, LTD.,

Agents.

Hongkong, 26th October, 1913. [1180]

THE "INDRA" LINE, LIMITED.

For SAN FRANCISCO.

THE Steamship

"INVERLYDE,"

Will be despatched on above on 29th October

to be followed by

S.S. "INDEMAHO,"

sailing about middle of November.

For freight apply to

JARDINE, MATHESON & Co., Ltd.

Agents.

Telephone No. 215 Sub. Ex. 9.

Hongkong, 16th October, 1913. [1140]

THE AMERICAN & MANCHURIAN

LINE.

(BUCKNALL STEAMSHIP LINES, LTD.)

THE Steamship

"DENBIGH HALL,"

Captain Laidlaw, will be despatched from

Hongkong on the 7th November for

BOSTON AND NEW YORK

(With liberty to call at the Malabar Coast.)

For freight and further particulars, apply to

THE BANK LINE, LTD.,

Agents.

Hongkong, 15th October, 1913. [1207]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT THE MALABAR

COAST.)

PROPOSED SAILINGS FROM HONGKONG.

For BALTIMORE AND NEW YORK.

S.S. "SIBIRIA," On or about 15th Nov.

For freight and further information, apply to

DODWELL & Co., Ltd.,

Agents.

Hongkong, 22nd October, 1913. [1233]

FOR EUROPE VIA PORTS OF CALL.

THE I.G.M. Steamship

"PRINZ EITEL FRIEDRICH,"

Captain C. Mannitz, will be despatched from here

on WEDNESDAY, the 28th November, and is

due to arrive in GENOA on the 23rd December.

This steamer gives splendid opportunity to

reach home just in time for Xmas. Early

Booking Recommended.

For further particulars, please apply to

MELCHERS & Co.,

General Agents, Norddeutscher Lloyd.

Hongkong, 6th October, 1913. [1162]

GLEN LINE (MCGREGOR, GOW

& CO.), LTD.

THE Steamship

"GLENLUTHER" (Capt. R. WHESTER)

For LONDON, GLASGOW AND

ANTWERP.

The above steamer will be despatched for the

Ports named, on or about the 28th

November.

This steamer will be despatched for the above

Ports on or about 15th December.

These vessels have excellent accommodation

for a few Saloon Passengers, all Cabins are

Amidships, and the Steamer fitted with Electric

Light and Fans in every cabin.

Attention is particularly directed to the

Moderate Rates charged, viz.:

Saloon Passage, HONGKONG to LONDON,

GLASGOW, ANTWERP, or ROTTERDAM,

£40.

For freight or passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 2nd October, 1913. [1229]

LATEST STEAMER MOVEMENTS

The C.P.R. str. *Empress of Japan* left

Shanghai on the 25th October, and is due

to arrive at Nagasaki on the 27th October,

at 5 a.m.

The C.P.R. str. *Empress of India* left

Vancouver on the 22nd October, a.m.

The T.K.K. str. *Nippon Maru*, which

left San Francisco on the 30th Septem-

ber, is expected to arrive at this port via

Honolulu, Japan Ports and Shanghai on

the 27th October, between 2 and 4 p.m.

The P. & O. str. *Syria* is expected to

arrive here to-morrow, at 7 a.m., from

Shanghai.

The I.G.M. str. *Prinz Sigismund* left

Kobe on the 24th October, and may be

expected here on or about the 30th

October.

The I.G.M. str. *Derfflinger* left Shang-

hai on the 25th October, at 2 p.m., and

may be expected here on or about the

28th October, at daylight.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	STELLA	Brit. str.	—	O. R. Longden, R.N.R.	P. & O. S. N. Co.	About 29th inst.
LONDON, VIA USUAL PORTS OF CALL	INDIA	Brit. str.	—	O. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 8th Nov. at Noon.
LONDON, ROTTERDAM & ANTWERP	DEN OF RUTHVEN	Brit. str.	—	E. Webster	JARDINE, MATHESON & Co., Ltd.	On 15th Nov.
LONDON, GLASGOW & ANTWERP	GLANTWATER	Brit. str.	—	K. Karsner	JARDINE, MATHESON & Co., Ltd.	On 23rd Nov.
HAVRE, ANTWERP & HAMBURG, &c.	SURMARE	Ger. str.	—	Corneille	JARDINE, MATHESON & Co., Ltd.	On 13th Nov.
HAVRE, BREMEN & HAMBURG, &c.	WESTPHALIA	Ger. str.	—	Charbonnel	JARDINE, MATHESON & Co., Ltd.	On 4th Nov.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KANG MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 5th Nov. at D'light
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	RYUGA	Jap. str.	—	Ernst	HAMBURG-AMERICA LINE	On 7th Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	RAYEN	Ger. str.	—	Brohm	HAMBURG-AMERICA LINE	On 3rd Nov.
ROTTERDAM & HAMBURG, &c.	MAEDONIA	Ger. str.	—	Rassau	HAMBURG-AMERICA LINE	On 25th Nov.
COPENHAGEN, GOTHENBURG & BALIC PORTS	CHYLLON	Swed. str.	—	T. Goto	ARTHUR NIELSEN & Co.	About 15th Jan.
VICTORIA, B.C. & TACOMA VIA SINGAPORE, &c.	CHICAGO MARU	Jap. str.	—	Trisawa	OSAKA SHOSSEN KAISHA	On 30th inst. at 1 p.m.
VICTORIA, B.C. & TACOMA VIA SINGAPORE, &c.	SHIDZUKA MARU	Jap. str.	—	Yamamoto	NIPPON YUSEN KAISHA	On 4th Nov. at Noon.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND	DEN OF AIRLIE	Brit. str.	—	F. Prosh	JARDINE, MATHESON & Co., Ltd.	On 15th Nov. at 1 p.m.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	BOHEMIA	Aut. str.	—	James Dye	JARDINE, MATHESON & Co., Ltd.	On 23rd inst. at 10 a.m.
BALTIMORE & NEW YORK	BOHEMIA	Aut. str.	—	Laidlaw	SANDER, WILKES & Co.	On 15th Nov. at 4 p.m.
BOSTON & NEW YORK	BOHEMIA	Aut. str.	—	Heller	DODWELL & Co., Ltd.	About 15th Nov.
YANCOUVER, SEATTLE and/or TACOMA & P'LAND (Or)	ANDALUSIA	Ger. str.	—	Manfield	THE BANK LINE, LTD.	To-morrow.
VANCOUVER VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	A. G. Stovess	THE BANK LINE, LTD.	On 23rd inst.
VANCOUVER VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	E. Finlayson	HAMBURG-AMERICA LINE	On 5th Nov. at Noon.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	A. Hartig	CANADIAN PACIFIC CO.	On 8th Nov. at Noon.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	R. Takeda	PACIFIC MAIL S.S. CO.	To-morrow, at Noon.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	G. J. Swanson, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 24th inst.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	H. Bremer	JARDINE, MATHESON & Co., Ltd.	On 5th Nov. at Noon.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	T. Whistler	JARDINE, MATHESON & Co., Ltd.	On 3rd Nov. at 11 a.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	M. Winkler	JARDINE, MATHESON & Co., Ltd.	About 12th Nov.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	T. Yamaguchi	NIPPON YUSEN KAISHA	On 19th Nov. at 11 a.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	T. M. Myrick	OSAKA SHOSSEN KAISHA	On 12th Nov. at 4 p.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	J. M. Hay	JARDINE, MATHESON & Co., Ltd.	On 29th inst. at Noon.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	Kawashima	JARDINE, MATHESON & Co., Ltd.	On 3rd inst. at 4 p.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	M. Courtney	NIPPON YUSEN KAISHA	To-morrow, at 3 p.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	Holler	HAMBURG-AMERICA LINE	On 24th inst.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	C. Mandt	BUTTERFIELD & SWIRE	On 30th inst. at 4 p.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	J. R. Harris	BUTTERFIELD & SWIRE	On 1st Nov. at 6 a.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	Branswell	JARDINE, MATHESON & Co., Ltd.	On 1st Nov. at Noon.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	L. Jones	BUTTERFIELD & SWIRE	On 1st Nov. at M'night.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	Tozawa	NIPPON YUSEN KAISHA	On 1st Nov.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	C. D. Irving, R.N.R.	P. & O. S. N. Co.	About 1st Nov.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	Giffard	MESSAGERIES MARITIMES	On 3rd Nov.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	J. Mestheral	ARTHUR NIELSEN & Co.	On 3rd Nov.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	W. R. Hickey	BUTTERFIELD & SWIRE	On 6th Nov. at 4 p.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	Y. Yamamoto	JARDINE, MATHESON & Co., Ltd.	On 2nd Dec.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	K. Teshima	BUTTERFIELD & SWIRE	On 3rd inst. at 4 p.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	W. C. Pessmore	OSAKA SHOSSEN KAISHA	On 5th Nov. at Noon.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	J. W. Evans	DOUGLAS, LAUREN & Co.	On 29th inst. at 11 a.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	A. E. Hodgins	DOUGLAS, LAUREN & Co.	On 31st inst. at 11 a.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	J. S. Rosch	DOUGLAS, LAUREN & Co.	On 4th Nov. at 11 a.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	Waka	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	R. Schenk	JARDINE, MATHESON & Co., Ltd.	On 1st Nov. at 2 p.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 8th Nov. at 2 p.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	J. Miller	SHEWAN, TOMES & Co.	On 15th Nov. at 4 p.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	R. Komiyu	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	P. M. B. Laid	OSAKA SHOSSEN KAISHA	On 4th Nov. at 4 p.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	C. J. Matlock	NIPPON YUSEN KAISHA	To-morrow.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	R. Y. Anderson	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	Walker	JARDINE, MATHESON & Co., Ltd.	On 30th inst. at 3 p.m.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	M. Moehle	JARDINE, MATHESON & Co., Ltd.	On 1st Nov. at Noon.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—	J. Koehler	DAVID SHOSSEN CO., LTD.	On 2nd Nov.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—		NIPPON YUSEN KAISHA	On 4th Nov.
SAN FRANCISCO VIA SINGAPORE, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	—		Melchers & Co.	About 5th inst.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER					TO L'FOOL					FROM L'FOOL					FROM VANCOUVER				
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	St. John	Liverpool		Steamers	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong			
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive		Leave	Arrive	Leave	Arrive	Arrive	Arrive	Arrive			
EMPEROR OF RUSSIA	5 Nov.	7 Nov.	9 Nov.	11 Nov.	13 Nov.	22 Nov.	27 Nov.	4 Dec.											
MONTEAGLE	8 Nov.	12 Nov.	14 Nov.	16 Nov.	19 Nov.	3 Dec.	9 Dec.	16 Dec.		26 Sept.	3 Oct.	EMPEROR OF RUSSIA	8 Oct.	19 Oct.	20 Oct.	22 Oct.	25 Oct.	28 Oct.	
EMPEROR OF INDIA	20 Nov.	23 Nov.	25 Nov.	27 Nov.	29 Nov.	11 Dec.	18 Dec.	25 Dec.		10 Oct.	17 Oct.	EMPEROR OF INDIA	22 Oct.	5 Nov.	6 Nov.	8 Nov.	10 Nov.	13 Nov.	
EMPEROR OF ASIA	4 Dec.	6 Dec.	8 Dec.	10 Dec.	12 Dec.	21 Dec.	28 Dec.	1 Jan.		21 Oct.	31 Oct.	EMPEROR OF ASIA	5 Nov.	16 Nov.	17 Nov.	19 Nov.	21 Nov.	24 Nov.	
EMPEROR OF JAPAN	18 Dec.	21 Dec.	23 Dec.	25 Dec.	27 Dec.	8 Jan.	15 Jan.	22 Jan.		7 Nov.	14 Nov.	EMPEROR OF JAPAN	19 Nov.	3 Dec.	4 Dec.	6 Dec.	8 Dec.	11 Dec.	

PASSAGE RATES—HONGKONG TO LONDON.				THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"	
		VIA QUEBEC.	VIA NEW YORK.	registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.	
EMPERESS OF RUSSIA	Meal and Sleeping Car Berth across Canada £8 additional.	£71.10	£71.10	SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND". THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation. Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to— D. W. ORADDOCK GENERAL TRAFFIC AGENT, Corner Palmer Street and Praya	
EMPERESS OF ASIA		£65	£65		
EMPERESS OF INDIA		£43	£45		
EMPERESS OF JAPAN		£43	£45		
MONTEAGLE					
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.					
AROUND THE WORLD RATES in connection with SURZ MAIL LINES or TRANS-SIBERIAN ROUTE.					
Expressed by Rail between Ports of Call in Japan, if so desired.					

MESSAGERIES MARITIMES. HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

FRENCH MAIL LINES.
FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For	STEAMER	To SAIL
MARSEILLES VIA PORTS	ATLANTIQUE	On 4th November.
	Capt. Charbonnel	
	ERNEST SIMONS	On 18th November.
	Capt. Branc	
SHANGHAI KOBE AND YOKOHAMA	AMAZONE	On 3rd November.
	Capt. Girard	
	AUSTRALIEN	On 17th November.
	Capt. Goussault	

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the "LEVANT", CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to
S. C. DE BUSSIERRE, Acting Agent,
QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong	PROPOSED SAILINGS.	From Colombo
22nd Nov.	"COMERIC"	15th Dec.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

From Hongkong	PROPOSED SAILINGS.	From Colombo
22nd Nov.	"COMERIC"	15th Dec.

For Rates and Further Information, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched for KOBE and MOJI on 30th October.

S.S. "GREGORY APCAR," 5,373 tons, Capt. J. E. Drake, will be despatched to SHANGHAI, KOBE and MOJI on 9th November.

WESTWARD.

S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched as above on 2nd November.

These Steamers have excellent saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 25th October, 1913.

PACIFIC MAILS S. C.

THE AMERICAN LINE TO SAN FRANCISCO.

STEAMERS	Tons	Sailing
MONGOLIA	27,000 tons, twin screws.	
MANCHURIA	27,000 tons, twin screws.	
KOREA	18,000 tons, twin screws.	
SIBERIA	18,000 tons, twin screws.	
NILE	11,000 tons.	
CHINA	10,200 tons.	
PERFIA	9,000 tons.	

COMFORT.

FROM HONGKONG calling at
SHANGHAI, NAGASAKI,

KOBE (via Inland Sea),

SAFETY.

YOKOHAMA and HONO-

LULU (the Paradise of the

SPEED.

Pacific) through Service via

NEW YORK to Europe.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

FIRST-CLASS to LONDON ... Single £71.10 ... 6 Months Return £120

INTERMEDIATE ... " " 45 ... 6 " " 68

Return Portion of Round Trip Tickets, as above, Available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing
NILE	11,000	TUESDAY, 28th Oct., at Noon.
MONGOLIA	27,000	SATURDAY, 8th Nov., at 1 p.m.
PERFIA	9,000	TUESDAY, 25th Nov., at Noon.
KOREA	18,000	TUESDAY, 9th Dec., at 1 p.m.
SIBERIA	18,000	TUESDAY, 16th Dec., at 1 p.m.
CHINA	10,200	TUESDAY, 30th Dec., at Noon.
MANCHURIA	27,000	TUESDAY, 6th Jan., at 1 p.m.
NILE	11,000	SATURDAY, 10th Jan., at Noon.

INTERMEDIATE STEAMERS
Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

HONGKONG-MANILA SERVICE.

From Hongkong	Arrive Manila	Leave Manila	Due Hongkong
28th Oct.	NILE	30th Oct.	MONGOLIA
25th Nov.	PERFIA	27th Nov.	PERFIA
30th Nov.	CHINA	1st Dec.	KOREA
10th Jan.	NILE	12th Jan.	CHINA
7th Feb.	PERFIA	5th Feb.	MANCHURIA

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).
R. C. MORTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

DESTINATION	STEAMERS	Tons	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, and	"ST. HELENA"	7,500	On 3rd Nov.
KOBE and MOJI	"CANTON"	6,500	On 2nd Dec.
COPENHAGEN, GOTHENBURG, and	"CEYLON"	9,000	About 15th Jan.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, Top Floor.

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 27th OCT., 1913.

8 a.m. HONGKONG. 10 p.m. KINSAN.

TUESDAY, 28th OCT., 1913.

8 a.m. HONAM. 10 p.m. FATSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 2ND NOVEMBER, 1913.

The Company's Steamship "SUI AN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAIYAN, 588 tons, and S.S. NANXING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTAN" and "SANDY". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT Co. Ltd.,
Hotel Mansions (First Floor), opposite the Blake Pier.

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SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.

S.S. CHIYO MARU ... 22,000 tons.

S.S. SHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (Intermediate.)

S.S. HONGKONG MARU ... 11,000 tons. (Intermediate.)

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST BY HONOLULU.

These Vessels present the Earliest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraphy, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unsurpassed Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.E.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourist Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenery—Hundreds of Miles through the Gorgeous Scenery of the Sierra—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

57, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

57

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA RING-PORR, PENANG, COLOMBO, ADEN, SUVA and PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th November, at 4 p.m.

Stowage, Luggage, Wireless Telegraphy.

FARES: Hongkong—Aden (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA

COLOMBO, ADEN, SUVA and PORT SAID.

S.S. "PERFIA," 12,500 tons, will leave as above about 1st November.

These Steamers of latest design are fitted with comfortable and spacious Saloon

Passengers. No Extra. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste—London.

Via Venice, Milan, Simplon, Lugano, Paris, Calais or Boulogne, Class I £8.15, II £6.16.

Via Venice, Milan, St. Gothard, Lucerne, Basle, Laon, (Calais or Boulogne), Class I £8.15, II £6.16.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.

Via Munich, Cologne, Hook or Flushing, Class I £7.08, II £5.16.

TO SHANGHAI

S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st November, at 6 a.m.

FARES: Hongkong—Shanghai, £5 1st, £4 2nd, £2 3rd Class.

to KOBE via SHANGHAI, YOKOHAMA.

S.S. "NIPPON," 13,900 tons, will leave as above about 30th October.

Cargo taken at through rates to all ports in Atlantic, Levant, Black Sea & Danube, also North & South America.

Hongkong, 17th October, 1913.

NIPPON YUSEN KAISEI

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and	KAMO MARU	16,000	WED'DAY, 5th Nov., at D'light
ANTWERP, via SINGA-	Capt. Kawan		
PORE, PENANG, COLOMBO,	KASHIMA MARU	20,000	WED'DAY, 19th Nov., at Daylight
SUEZ and PORT SAID	Capt. M. Yagi		
VICTORIA, B.C. and	SHIDZUOKA MARU	12,500	TUESDAY, 4th Nov., at Noon
SEATTLE via SHANGHAI,	Capt. Irimawa		
MOJI, KOBE, YOKKAICHI	TAMBA MARU	12,500	TUESDAY, 18th Nov., at Noon
and YOKOHAMA	Capt. J. Teranaka		
SYDNEY and MELBOURNE	NIKKO MARU	9,600	WED'DAY, 19th Nov., at Noon
via MANILA, THURSDAY	Capt. Takeda		
ISLAND, TOWNSVILLE	KUMANO MARU	9,300	WED'DAY, 17th Dec., at Noon
and BRISBANE	Capt. M. Winkler		
CALCUTTA via SINGAPORE	KANAGAWA MARU	12,500	TUESDAY, 4th Nov., at Noon
PENANG & RANGOON	Capt. M. Nishida		
BOMBAY via SINGAPORE	PENANG MARU	12,000	TUESDAY, 28th Oct., at Noon
and COLOMBO	Capt. Muramatsu		
KOBE and YOKOHAMA	KAGA MARU	12,500	THURSDAY, 6th Nov., at 11 a.m.
SHANGHAI, MOJI & KOBE	BOMBAY MARU	6,000	SATURDAY, 1st Nov., at Noon
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	9,300	WED'DAY, 19th Nov., at 11 a.m.
SHANGHAI, KOBE and	COLOMBO MARU	6,000	MONDAY, 27th Oct., at Noon
YOKOHAMA	Capt. Kawashima		

§ Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON—1914.

STEAMERS	TONS	SAILS	WED'DAY
MIYASAKI MARU	16,000	"	28th January.
RTANO	16,000	"	11th February.
IKO	16,000	"	25th February.
HIRANO	16,000	"	11th March.
KATORI	20,000	"	25th March.
KAMO	16,000	"	8th April.
KASHIMA	20,000	"	22nd April.

FOR AMERICA.

STEAMERS	TONS	SAILS	TUESDAY
SHIDZUOKA MARU	12,500	"	27th January.
TAMBA	12,500	"	10th February.
AKI	12,500	"	2nd February.
SADO	12,500	"	10th March.
YOKOHAMA	12,500	"	24th March.
AWA	12,500	"	7th April.

With option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
Telephone Nos. 292 and 1241
11-13-15

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" Lines	YOKOHAMA	COLOMBO	SHANGHAI	from COLOMBO to MARSEILLES and LONDON	MARSEILLES	Pratonsburg (London 1 day later)
p.m.			6 p.m.	Noon		
Thurs.			Tues.	Satur.		
Jan. 8	EGYPT	Jan. 13 Jan. 17	Jan. 13 Jan. 17	MOOLTAN	Saturday	Friday
Jan. 22	DEVANHA	Jan. 27 Jan. 31	Jan. 27 Jan. 31	MOOREA	Feb. 14	Feb. 20
Feb. 5	CHINA	Feb. 11 Feb. 15	Feb. 11 Feb. 15	MALOJA	Feb. 28	Mar. 6
Feb. 19	ASSAYE	Feb. 24 Feb. 28	Feb. 24 Feb. 28	MAHOMRA	Mar. 14	Mar. 20
Mar. 5	INDIA	Mar. 10 Mar. 14	Mar. 10 Mar. 14	MAHOMRA	Mar. 28	Apr. 3
Mar. 19	DEVANHA	Mar. 24 Mar. 28	Mar. 24 Mar. 28	MAHOMRA	Apr. 11	Apr. 17
Apr. 2	ARADIA	Apr. 7 Apr. 11	Apr. 7 Apr. 11	MAHOMRA	Apr. 25	May 1
Apr. 16	DELTA	Apr. 21 Apr. 25	Apr. 21 Apr. 25	MAHOMRA	May 9	May 15
Apr. 30	ASSAYE	May 5 May 9	May 5 May 9	MAHOMRA	May 23	May 29

Passengers change

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SYRIA Capt. C. E. Longden, R.N.	About 25th Oct.	Freight and Passage.
SHANGHAI, MOI, KOBE AND YOKOHAMA	SUNDA Capt. C. E. Irving, R.N.	About 1st Nov.	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 6th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	INDIA Capt. C. C. Talbot, R.N.	Noon, 8th Nov.	Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th October, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU AND LOILO	"TEAN"	On 28th Oct. 4 P.M.
CHINWANTAO	"WUHU"	On 30th Oct. 4 P.M.
SHANGHAI	"ANHUI"	On 31st Oct. 4 P.M.
NINGPO & SHANGHAI	"KALAN"	On 31st Oct. 4 P.M.
SHANGHAI	"CHENAN"	On 1st Nov. 4 P.M.
SHANGHAI	"LUCHOW"	On 6th Nov. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTIAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "CHINHA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest of Electric Fans fitted. Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LUCHOW," and "YINGCHOW" sailing excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bill of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. O. Passmore	TUESDAY, 28th Oct., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 31st Oct., at 11 A.M.
"JAITAN"	Capt. J. S. Roach	TUESDAY, 4th Nov., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 29th Oct., at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LIPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 25th October, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	5th November	On 8th Nov., 11 A.M.
EMPIRE		On 21st Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA AND PHILIPPINES, via STRAITS and COLOMBO to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:	FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.):
S.S. ANVALUSTIA	S.S. ANDALUSIA
S.S. ISTRIA	S.S. BAYERN
S.S. ALTWARK	S.S. BAYERN
S.S. ESTONIA	S.S. BAYERN
S.S. MIDN	S.S. BAYERN
S.S. SILESIA	S.S. BAYERN
S.S. PRUSSEN	S.S. BAYERN
S.S. O. J. D. A. H. L. E. R. S.	S.S. BAYERN
S.S. SCANDIA	S.S. BAYERN

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 24th October, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	WEDNESDAY, 5th Nov., Noon.
TENYO MARU	E. Bent	TUESDAY, 11th Nov., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 28th Nov., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 4th Dec., at Noon.
CHIYO MARU	W. W. Green	MONDAY, 2nd Dec., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on WEDNESDAY, the 5th November, at Noon.

SOUTH AMERICA LINE.

In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

STEAMER	TONS	DATE OF SAILING
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Dec., at Noon.
BUYO MARU	10,500	

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"CHICAGO MARU"	I. Goto	THURSDAY, 30th Oct., at 1 P.M.
"CANADA MARU"	H. Yamamoto	SATURDAY, 15th Nov., at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 27th Nov., at 1 P.M.
"PANAMA MARU"	J. Kanoo	WEDNESDAY, 10th Dec., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 26th Dec., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 7th Jan., at 1 P.M.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA.

Calling at MOI, KOBE, YOKOHAMA and YOKOHAMA.

These Newly-Built Steamers have fast speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM,

PENANG AND COLOMBO.

STEAMER	CAPTAIN	LEAVING
"INDO MARU"	K. Komiya	TUESDAY, 4th Nov., 4 P.M.
"LUZON MARU"	I. Yamamoto	WEDNESDAY, 26th Nov., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 26th Dec., 4 P.M.

FOR MOI, KOBE AND YOKOHAMA.

T. Yamaguchi ... WEDNESDAY, 12th Nov., 4 P.M.

H. Yamamoto ... THURSDAY, 23rd Dec., 4 P.M.

K. Komiya

CHINA AND FORMOSA LINE

FOR FOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAIJO MARU"	Y. Yamamoto	WEDNESDAY, 5th Nov., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"DAIJI MARU"	M. Nagano	
"DAIJI MARU"	K. Murakami	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashira	WEDNESDAY, 26th Oct., at 8 A.M.

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashira	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Son Yip Wharf (near the Harbour Office, Prays Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER

Seated Floor No. 1 Queen's Building

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PHILIPPINES S.S. CO.

Electric Light. Fans in every Cabin. Improved Slow Motion Carrier.

For Freight or Passage, apply to—

SHEWAN TOMES & Co., General Managers.

Hongkong, 25th October, 1913.

PHILIPPINES S.S. Co.

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THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"

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THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shop ranging up to 100 Tons.

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MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

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JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJODAS	SHANGHAI	Second half of October	JAVA	Second half of October
TJITAROEM	JAVA	First half of November	JAPAN	First half of November
TJIMANOEK	JAPAN	First half of November	JAVA	First half of November
TJIKINI	JAVA	First half of November	SHANGHAI	First half of November
TJIPANAS	SHANGHAI	First half of November	JAVA	First half of November
TJILATJAP	JAVA	Second half of November	JAPAN	Second half of November
TJIMAH	JAVA	Second half of November	JAVA	Second half of November
TJILIWONG	JAVA	Second half of November	SHANGHAI	Second half of November

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor. Telephone No. 375.

Hongkong, 1st October, 1913.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR

STEAMERS

TONS

TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN

"DERFFLINGER"
Capt. F. Proesch	17,000	Wed. day, 29th Oct., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"P. E. FRIEDRICH"	About Wed. day, 29th Oct.
Capt. C. Mundt	16,000	
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY, and MELBOURNE	"PRINZ SIGISMUND"	Saturday, 1st Nov., at 9 A.M.
Capt. A. Hertzog	6,000	
KOBE	"PRINZ WALDEMAR"	About Tuesday, 12th Nov.
Capt. H. Bremer	6,100	
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	Friday, 31st Oct.
Capt. J. Koshlitz	5,000	

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 18th October 1913.

PASSENGER SEASON 1914.

NORDDEUTSCHER LLOYD, BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP

DISPLACEMENT

ON FEBRUARY 3RD.

"PRINZ LUDWIG"
Capt. F. von Benzen	17,300	ON FEBRUARY 18TH.
"GOEBEN"	17,250	ON MARCH 3RD.
Capt. A. Ahlborn		
"DERFFLINGER"	17,000	ON MARCH 18TH.
Capt. F. Proesch		
"KLEIST"	17,000	ON MARCH 31ST.
Capt. L. Maass		
"PRINZ EITEL FRIEDRICH"	17,000	ON APRIL 15TH.
Capt. C. Mundt		
"YORK"	20,300	ON APRIL 28TH.
Capt. F. Loeser		
"PRINZESS ALICE"		
Capt. J. Bortfeldt		

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

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MELCHERS & Co., GENERAL AGENTS,

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Hongkong, 10th October, 1913.

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